

ALUMNI ASSOCIATION
PROPERTY.

DO NOT TAKE FROM ALUMNI ROOM.

Collier's

CONTAINING:

Outdoor America



Albert Steiner



"10 Kills Quick" "PROMOTING MURDER"

Writes one Hugh O'Neil, editor of Denver Post. Calls us "U.S. Murder Promoting Arms Co.," etc., etc., because we invent and advertise the New Savage Automatic, that shoots ten shots quick. What "Brain-swampness" to assume that pistols are bought for murder.

¶ Pistols are bought for pleasure and for protection from footpads, kidnapers, pickpockets, burglars, and safeblowers, dear Editor. And the constitution of the U. S. gives us the right to bear arms.

¶ Stop the making and selling of pistols, and we will be at the mercy of criminals, and the Japs will land on the Pacific coast, and the British on the Atlantic, and it will be exit America. For the country that would live must encourage invention in fire arms.

¶ Think what an invention the New Savage Automatic really is—so unbelievably quick, it beats every other pocket arm to the first (vital) shot. Shoots four shots per second and reloads 10 shots in a flash.

¶ You point it straight instinctively, as you do your forefinger. A novice can aim as expertly as a crack shot. Equipped with positive safety, which guarantees absolute protection to the operator. Light and compact in the pocket, though powerful as big slow revolvers. .32 cal., 6 1/2 inches long, 19 oz. including magazine.

¶ If war were declared tomorrow, think what an advantage this weapon would give the American forces. Does the American public want to suppress inventions like that? We think not.

¶ See the Savage Automatic at your hardware store, and send for our free book, "The Tenderfoot's Turn," which tells all its new and ingenious features. Buy it from us if you can't from your dealer. Made by the makers of

THE FAMOUS SAVAGE RIFLES

¶ Send for our free Savage Rifle catalogue, giving description of all our celebrated rifles. Address Savage Arms Co., 827 Savage Avenue, Utica, N. Y., U. S. A.

The New SAVAGE Automatic

You Can Now Buy a Refrigerator At Wholesale Factory Price

WE have an immense, modern Refrigerator factory. We decided to sell the entire output of that factory direct to user.

This means wholesale factory prices to you. This means you can save from 25 to 40%—or from \$5.00 to \$25.00—according to size—on the highest grade Refrigerator made.

First you write for our Free Refrigerator Book—which gives photographs—full particulars of our Selling Plan—and wholesale factory prices.

You select a particular sized Refrigerator for your needs—to fit the space you have for it—and we ship it right to you from the factory, prepaying freight charges—thus you cut out jobbers' and dealers' profits—keep them for yourself.

Here's a little trade secret: Dealers in Refrigerators don't make a sale every day—and as Refrigerators take up big space in a store, big profits must be added—larger than the usual profits on other articles that sell at about Refrigerator prices.

Thus our saving to you is considerable. Yet—that saving isn't all. We give you a better Refrigerator than you can buy anywhere else.

First—the outer casings of our Refrigerators are not oak "finish"—but genuine oak—all oak—heavy oak—put together to last a lifetime.



We Prepay Freight
and According to Size You Buy
—We Save You \$25.00
—We Save You \$20.00
—We Save You \$15.00
—We Save You \$ 5.00

The interior of our Refrigerators is made of our own secret process porcelain enamel, which is guaranteed to be indestructible and absolutely sanitary. That's the reason why our Refrigerator is called "Sanitor."

As a test of this porcelain enamel just take a chisel when your Refrigerator arrives—and if you can chisel into any part of the inner lining, then the Refrigerator isn't as we claim it to be, and you can send it back at our expense.

Now that's the most severe test to which you can put a Refrigerator lining—and ours is the only Refrigerator that will stand that test.

The Sanitor
Sold
to You Direct

We can't tell you all about "Sanitor" Refrigerators in this advertisement, so to get our money-saving proposition and full description, we ask that you merely drop us a line either on a postal or on the blank printed here for that purpose. We will immediately quote you wholesale prices direct, and send you our big book and full particulars.

A 3-Months' Free Trial is given with every one of our Refrigerators. If at any time during the three months the Refrigerator doesn't prove to be all that we claim it to be—and satisfactory to you in every particular—you have the privilege of returning it to us and receiving every cent of your money back.

No Refrigerator dealer sells Refrigerators on this liberal plan.

No Refrigerator dealer sells you as good a Refrigerator as ours at anywhere near the price.

Then— isn't it to your interest to write today for our booklet?

"Sanitor" Refrigerators last a lifetime—always keep your food pure and fresh—always protect your health—always insure greatest economy in ice bills. Our various sizes enable you to get just the particular Refrigerator you want for the particular place you want to put it.

SANITOR REFRIGERATOR CO. Reference, Security National Bank or Any Bank in Minneapolis
852 Security Nat'l Bank Bldg., Minneapolis, Minn.

To Save Writing a Letter Use This Blank

SANITOR REFRIGERATOR COMPANY
852 Security National Bank Bldg., Minneapolis, Minn.
Please send me your Refrigerator Book and Factory Wholesale Money-Saving prices on "SANITOR" REFRIGERATORS in all sizes and styles—sold on 90 Days' Free Trial.

Name
Address



Mr. Fisherman:

We positively guarantee our FREE-SPOOL "TAKAPART" and "TRIPART" Fishing Reels to be the best mechanically constructed and smoothest running reels on the market—irrespective of price.

The leading and important feature of our Free Spool Reels, to be found in no other makes, is this:

The SPOOL is absolutely independent of the handle, and therefore entirely free and ready to instantly respond—easily and naturally when casting. As there is no whirling handle to act as a fly-wheel when the cast is made, the dangers of back-lashing and fouling of the line are reduced to a minimum. The FREE SPOOL also insures greater distance in casting.

After the cast is made you may reel in immediately as with any ordinary reel. No levers to adjust. No button to push. Nothing to fix. You JUST REEL IN. That's all.

These FREE-SPOOL REELS can be taken apart and put together instantly without tools. They are strong and handsome and will last a lifetime.

Anglers quickly recognize their merits. Your dealer will demonstrate these reels for you. Investigate NOW, before you go on your fishing trip. Sold by dealers everywhere.

A. F. MEISSELBACH & BRO., Makers
59 Prospect Street NEWARK, NEW JERSEY

We want to send you (free) a series of the best short fishing stories ever written. They are just off the presses. "Leaves from an Angler's Note-Book," "A Day with the Brook Trout," and others. Write for them today and you will receive them by return mail.

FREE SPOOL { "Takapart" Reel
Capacity 100 yards \$7.50
"Tripart" Reel
Capacity 80 yards \$6.00
Quadruple Multipliers

When we say guarantee we mean it. The Standard Dictionary defines Guarantee for us thus: "To become bound to answer for, or secure the payment or fulfillment of."

For A Dozen Conclusive Reasons You'll Decide Upon



IT is not going to be so difficult as you might think to decide which electric carriage you want.

In the gasoline field scores of good cars make a confusing claim upon your consideration.

But when you come to choose an electric, a little inquiry will soon satisfy you which carriage is in the ascendant.

This is what you'll find:—

That communities which have perhaps shown partiality to other cars in previous seasons are rapidly transferring their allegiance to the Detroit Electric;

That in many cities—as for instance its home town, Detroit, the center of the automobile industry—the Detroit Electric is almost alone.

Everywhere it is gaining ground; rendering other types, as we said in a recent announcement, obsolete; and enjoying, invariably, the highest social prestige attainable.

These are concrete conditions as you will find them. They are due to the simple fact that the Detroit Electric incorporates features previously unknown in electric carriages.

As it stands today it is unique in the extraordinary number of fine points contributing to efficiency, elegance, and comfort possessed by no other electric.

There are fully fifty of these features.

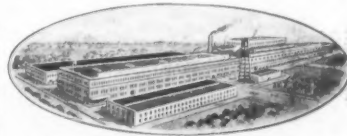
Here are some of the more important:—

Greater mileage, higher speed than any other electric can give—Five forward speeds; three reverse—Control of all speeds, motor brake and alarms concentrated in one lever—Cushions deeper and more luxurious—Upholstering and painting of the highest grade—Silver finish metal trimmings throughout—Larger doors and windows in the brougham types—Doors



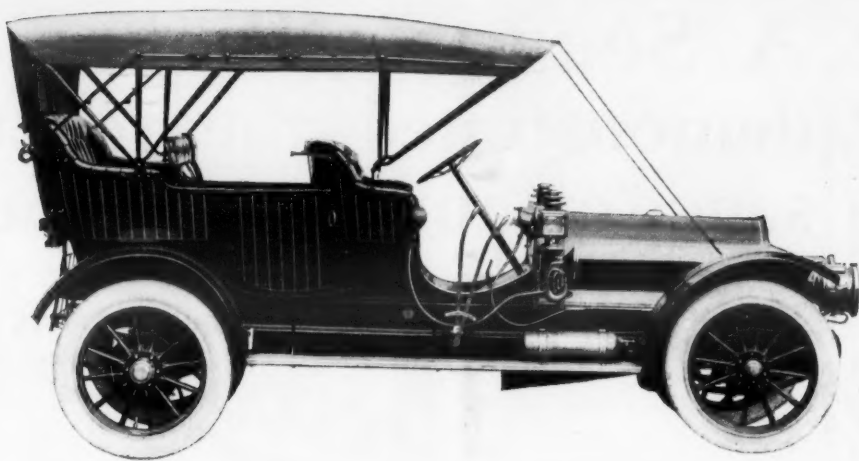
which open forward instead of back—Oval step pads instead of square with sharp corners—Large size Palmer web tires.

Your first step toward owning a Detroit Electric is to write for the literature to learn of the other features which count so much for genuine satisfaction.



The factory where the Detroit Electric is made—the largest in the world producing electric carriages. Its years of successful rebuilder manufacturing rank it first in the country.

ANDERSON CARRIAGE COMPANY, Dept. H, DETROIT, MICH.



FRANKLIN 1910 AUTOMOBILES

The best answer we can make to the many inquiries concerning 1910 Franklin automobiles is to advise a visit to a Franklin dealer.

We have perfected our air-cooling system and dispensed with the front fan.

Surrounding each cylinder close to the vertical cooling flanges is a sheet metal casing open at the top and bottom with a diaphragm connecting the casings and forming with the engine boot an air-tight compartment. At the rear of this compartment is a powerful fly-wheel suction fan of new type. This fly-wheel fan draws large and equal volumes of air down through the casings around the cylinders. The air currents are accurately controlled and directed to just where they will do the most good.

This system cools the engine perfectly.

The elimination of the front fan is in itself a great improvement. Whatever reduces complication is always an advantage. Water-cooled engines require a fan, also much other complication which necessitates expert attention.

Tire sizes have been increased on all models. On Model H the rear tires are 37 x 5 inches, front 36 x 4 1-2 inches; on Model D, rear 36 x 4 1-2 inches, front 36 x 4 inches; on Model G, rear 32 x 4 inches, front 32 x 3 1-2 inches.

It will be unnecessary to carry extra tires on the 1910 Franklin.

The fact that with the average automobile there is more trouble and expense with tires than with any other part of the motor-car is not because tires are poor but because they are overloaded. We use larger tires than are generally used on much heavier automobiles. The front tires on Model H for example are the same size as used on the rear wheels of many other automobiles weighing about 1000 pounds more.

Another 1910 improvement is the elimination of the spark advance lever. In no case is the control of the spark left to the judgment of the operator. Much better results are obtained at all speeds than by

any other system. This is fully demonstrated on our 1909 G. Starting on our magneto system is easier and safer than with battery.

Then comes the question of comfort. If you are a motorist you will understand what this means. If you are a new buyer you should know all about automobile comfort before you make your choice.

Comfort is a question that is in the minds of motorists now more than ever. In addition to the general significance of the comfort question women everywhere are finding they cannot tour in the average automobile—their doctors forbid it; their own good sense forbids it. But they can always ride in a Franklin.

A light-weight automobile with proper spring suspension gives the limit of comfort and touring ability. All Franklins have full-elliptic springs, laminated-wood chassis frame and non-jarring construction throughout. Franklin owners never experience lameness nor "motoring headaches."

If your luxurious limousine or landaulet lacks the quality of easy-riding it is not after all luxurious. Franklin closed cars of various types, now ready for delivery, are not only luxurious in their equipment but they have the easy-riding quality so essential to this type of automobile.

The Franklin six-cylinder 42 horse-power chassis is made with seven-passenger touring body, close coupled body, double rumble seat runabout and limousine.

The Franklin four-cylinder 28 horse-power chassis is made with five-passenger touring body, close coupled body, double rumble seat runabout, landaulet and limousine.

The Franklin four-cylinder 18 horse-power chassis is made with four-passenger touring body, six-passenger town-car, run-about with hamper, single rumble seat runabout, and double rumble seat runabout.

Model G is the only high-grade small runabout on the market.

Write for our 1910 catalogue.

H H FRANKLIN MANUFACTURING COMPANY Syracuse N Y

**UP TO DATE
AND
SAFE!**



Remington

**SOLID-BREECH
HAMMERLESS**

The Remington is the oldest Arms Company in America, yet Remingtons represent the youngest, the most modern ideas of all. The Remington Autoloading Shotgun and Rifle load themselves by recoil. Like the Remington Pump Gun they are Solid Breech Hammerless—are in a class by themselves.

Safety is the keynote of a Remington. The thick wall of solid steel protects your face.

Get a modern, up-to-date Remington—The gun that represents safety and 20th Century Progress.

Booklet R tells of Buffalo Jones roping wild cats.

THE REMINGTON ARMS CO.
Ilion, N. Y.
Agency, 315 Broadway, New York City

A Season's Experience has demonstrated the remarkable absence of "automobile troubles" in the

Cadillac
"Thirty"

The present automobile season has developed no single feature more remarkable than the absence of repair-necessities wherever the Cadillac "Thirty" is in use.

There is a sameness and unanimity about the reports received from cities all over the country that is striking, to say the least.

Thousands of these dependable cars have been in constant use for months; traveling thou-

ever developed in the automobile world—is and can be due to but one thing—the scrupulous workmanship which distinguishes the Cadillac "Thirty."

Cadillac workmanship demands a fineness of fit so absolute that it can be measured only in units of less than the thickness of a single hair.

To this precision, then, the Cadillac "Thirty"

In no other car is friction so thoroughly eliminated as in the Cadillac "Thirty"

sands of miles under all sorts of conditions, and the record as shown by reports received from dealers and owners is invariably the same.

Repair work—the least in motor car history.

Engine troubles—almost absolutely absent.

This record, which is one of the most unique

owes its almost frictionless operation.

And to this precision is due the fact that the thousands of cars now in continuous use in owners' hands have required practically no attention beyond the ordinary care which the owner should bestow on his car as a matter of course.

The Cadillac "Thirty" is furnished either as Touring Car, Demi-Tonneau or Roadster.

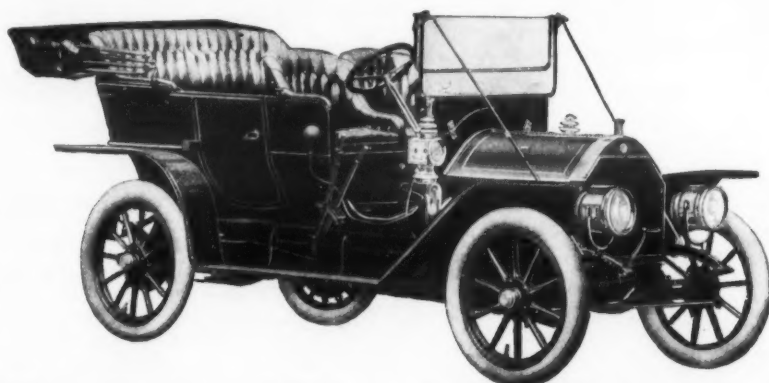
The price of each type is

\$1400.00

F. O. B. Detroit and includes three oil lamps and horn.

Specifications briefly are: Four cylinders cast individually, copper water jacketed. Thirty horse power. Three speed selective type sliding gear transmission. Direct shaft drive. 106 inch wheel base.

Backed by the strongest automobile organization in the world.



Cadillac Motor Car Company Member **A. L. A. M.** **Detroit, Michigan**

We Guarantee

**Tire
Mileage**

Not Promises

When we say that a King Tire will give you 5,000 or 10,000 tire miles, according to size, we guarantee it with an iron-clad guarantee. No quibbles. No argument. No strings to it—just a straight up-and-up guarantee. **MAKE US PROVE IT.**

KING LEATHER TIRE CO.
374 E. Water Street Milwaukee, Wis.

Genuine Panama Hat \$1.00

An exceptional introductory bargain, imported direct. Same as much higher priced Panama hats, but rather coarser weave. Weight 2 oz. Very durable, and so flexible it can be shaped to any style for man, woman or child. All sizes. Mailed prepaid for \$1.00; 2 for \$1.50. Money back if unsatisfactory. A better hat, rare, fine weave, blocked, with band and sweat band, regular value \$1.50, to introduce, express paid, for \$3.75. Catalogue of Mexican and Panama Hats FREE.

FRANCIS E. LESTER CO., Dept. FR 73, Mesilla Park, New Mex.



10 DAYS FREE TRIAL

We will ship you a "RANGER" BICYCLE on approval, freight prepaid to any place in the United States without a cent deposit in advance, and allow ten days free trial from the day you receive it. If it does not suit you in every way and is not all or more than we claim for it and a better bicycle than you can get anywhere else regardless of price, or if for any reason whatever you do not wish to keep it, ship it back to us at our expense for freight and you will not be out one cent.

LOW FACTORY PRICES We sell the highest grade bicycles direct from factory to rider at lower prices than any other house. We save you \$10 to \$25 middlemen's profit on every bicycle—highest grade models with Puncture-Proof tires, Imported Roller chains, pedals, etc., at prices no higher than cheap mail order bicycles; also reliable medium grade models at unheard of low prices.

RIDER AGENTS WANTED in each town and district to ride and exhibit a sample 1909 Hanger Bicycle furnished by us. You will be astonished at the wonderfully low prices and the liberal propositions and special offers we will give on the first 1909 sample going to your town. Write at once for our special offer.

DO NOT BUY a bicycle or a pair of tires from anyone at any price until you receive our catalogue and learn our low prices and liberal terms. **BICYCLE DEALERS:** you can sell our bicycles under your own name plate at double our prices. Orders filled the day received.

SECOND HAND BICYCLES—a limited number taken in trade by our Chicago retail stores will be closed out at once, at \$3 to \$5 each. Descriptive bargain list mailed free.

TIRES, COASTER BRAKES, everything in the bicycle line at half the usual prices.

DO NOT WAIT but write today for our Large Catalog beautifully illustrated and containing a great fund of interesting matter and useful information. It only costs a postal to get everything. Write it now.

MEAD CYCLE COMPANY, Dept. P-54, CHICAGO, ILL.

CONCRETE HOUSES

Cost Less Than Wood More handsome than brick. Durable as granite. A Pettyjohn \$35.00 concrete block machine, sand, gravel and cement are all that is needed. Simple, easy and quick. We furnish full instructions. Have money for yourself or make money by selling blocks. Write for catalog and suggestions.

THE PETTYJOHN CO., 646 N. Sixth St., Terre Haute, Ind.

Water Supply for Country Houses

No elevated tank to freeze or leak. Tank located in cellar. 60 lbs. pressure. Furnished with Hand Gasoline or Electric Pump. The ideal fire protection. Write for Catalogue "Y."

Let our Engineers figure out your needs. **LUNT MOBS CO., Boston, Mass. Branch, 50 Church St., N.Y.**

Cool and Comfortable for Summer

No other suspender affords such perfect comfort during the hot weather

LIGHT WEIGHT LISLE

PRESIDENT SUSPENDERS

The sliding cord in the back takes all strain from the shoulders and trouser buttons. Light, Medium and Heavy Weights. In regular and extra lengths—also the Youth's size. If your dealer cannot supply you, we will upon receipt of price, 50 cents. State color and length desired.

Every Pair Unconditionally Guaranteed

The C. A. EDGARTON MFG. CO.
718 Main St., Shirley, Mass.

Outdoor Sleep Means Health

Fresh air is what you need night and day. Write us a postal now for our free book on outdoor sleeping. It tells you why and how you should

Sleep Outdoors

Greatest doctors and physicians endorse the fresh air cure. The best way to sleep outdoors is under the

Red Cross Lawn Couch

—the finest folding combination; tent-playhouse—sleeping room—lawn couch—lawn table, etc. Cot is 18 inches above ground and large enough for two. Folds up small. Portable—weighs 30 lbs. Heavy duck covering. May be set up on roof—lawn or porch. Get our free book now by writing us a postal. Ask your dealer about them.

ELLIS & PERKINS
9 Western Avenue Minneapolis, Minn.

COLLIER'S NATIONAL HOTEL DIRECTORY

BALTIMORE, MD.

* **The Rennert** E. \$1.50. Baltimore's leading hotel. Typical southern cooking. The kitchen of this hotel has made Maryland cooking famous.

CHICAGO, ILL.

* **Chicago Beach Hotel** 51st Blvd. and Lake Shore. American or European plan. An ideal resort for rest or pleasure—only 10 minutes' ride from the city's theatre and shopping district—close to the famous golf links, lagoons, etc., of the great South Park System; 450 large, airy rooms, 250 private baths. There is the quiet of lake, beach and shaded parks, or the gaiety of boating, bathing, riding or driving, golf, tennis, dancing, music and other amusements. Table always the best. Orchestra concerts add to the delights of promenades on its nearly 1000 feet of broad veranda, which overlooks Lake Michigan beach. Write for illustrated booklet.

NEW YORK, N. Y.

* **Broadway Central** Hotel. Only N.Y. Hotel featuring American Plan. Our table the foundation of enormous business. A.P. \$2.50. E.P. \$1.

SUMMER RESORTS

ATLANTIC CITY, N. J.

* **Chalfonte** ATLANTIC CITY. The one suggests the other; one of the world's most famous resorts; one of the world's most attractive resort houses. The best place for rest, recreation, and recuperation. Write for reservations to The Leeds Company. Always Open. On the Beach. Between the Piers.

NIAGARA FALLS, ONT.

* **The Clifton** Directly facing both Falls. Just completed and up-to-date. Open winter and summer. \$4 to \$6. American Plan. Booklet on request.

POLAND, MAINE

* **Poland Spring House** and Mansion House. America's leading resort. Famous for Poland Water, the purest known. The Sam Oset, Rockland Breakwater—Maine's finest seashore resort.

SARATOGA SPRINGS, N. Y.

* **American-Adelphi** Hotel. Choice location. Centred Saratoga. Splendid brick structure. All outside rooms. Every convenience.

Saratoga Springs
State Mineral Spring Reservation
An ideal vacation spot. More beautiful than ever this season.

For information, address

PUBLICITY BUREAU

Room 15, Arcade Building, Saratoga Springs, N. Y.

TOURS

AMERICAN, EUROPEAN, ORIENTAL

Information regarding tours to any part of the world will be furnished free upon request by letter to COLLIERS TRAVEL DEPARTMENT 420 W. 13th Street, New York

WHERE TO GO NEXT WINTER—SUMMER

NEW ZEALAND, the Great-er Switzerland. When the northern hemisphere is blanketed with snow New Zealand is at its best, with a perfect climate and natural wonders that rival the world's greatest; and on the way there one sails over summer seas to the enchanted islands of Tahiti and Rarotonga, etc. January 15th the midsummer cruise to MILFORD SOUND is made; nothing like it for scenery and genuine adventure; including 3 months' tour to South Sea Islands, \$488.75.

TAHITI AND BACK (34 days), \$123, 1st class. Sailings, Aug. 6, Sept. 11, Oct. 17, Nov. 22. Oceanic S. S. Co., 613 Market St., San Francisco.

CLARK'S CRUISES AROUND THE WORLD

By S. S. Cleveland, 18,000 tons, brand new, Oct. 16, '09, from N. Y., and Feb. 5, '10, from Frisco, \$650 and up. 12th Annual Orient Cruise, Feb. 5, '10, \$400 and up. By Lloyd S. S. "Grosvenor Kurfurst," 73 days, including 24 days Egypt and Palestine.

FRANK C. CLARK, Times Building, New York.

EUROPE Send for booklet. Best Way to See Europe at Moderate Cost. THE IDEAL WAY
J. P. GRAHAM, IDEAL EUROPEAN TOURS, Box 1066-K, Pittsburg, Pa.



GRAVIES

test the ability of a cook.
To insure success use

LEA & PERRINS SAUCE

THE ORIGINAL WORCESTERSHIRE

Soups, Fish, Steaks, Roast Meats and many other dishes are improved by its use. Try it!

Shun Substitutes.

JOHN DUNCAN'S SONS, AGTS., N. Y.

Collier's

Saturday, July 17, 1909



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Volume XLIII Number 17

P. F. Collier & Son, Publishers, New York, 416-430 West Thirteenth St.; London, 10 Norfolk Street, Strand, W. C. For sale also by Davie's, 17 Green Street, Leicester Square, W. C.; Toronto, Ont., The Colonial Building, 47-51 King Street West. Copyright 1909 by P. F. Collier & Son. Entered as second-class matter February 16, 1905, at the Post-Office at New York, New York, under the Act of Congress of March 3, 1879. Price: United States and Mexico, 10 cents a copy, \$5.20 a year. Canada, 12 cents a copy, \$6.00 a year. Foreign, 15 cents a copy, \$7.50 a year.

NOTICE TO SUBSCRIBERS.—Change of Address.—Subscribers when ordering a change of address should give the old as well as the new address, and the ledger number on their wrapper. From two to three weeks must necessarily elapse before the change can be made, and before the first copy of Collier's will reach any new subscriber.

ADVERTISING BULLETIN

NO. 12

TWO LETTERS

Indianapolis, Ind.
—28, 1909.

To the Editor of Collier's.

Dear Sir: Will you kindly tell me about how much your advertising policy costs you? As you do not advertise liquor, tobacco, patent-medicine abominations, culprit quacks or make-a-million swindles, I fancy your policy costs you several hundred dollars in a year. I should be very grateful for an estimate of what you thus sacrifice financially.

I imagine, too, that your editorial policy is not the most remunerative.

I should like to have the above information. Thanking you in advance for your courtesy,

Yours very truly,
H. G. H.—

Chicago, Ill.
—2, 1909.

Mr. H. G. H.—

Indianapolis, Ind.

My dear Sir: Your letter of the 28th has been forwarded from our New York office for my attention. On account of the elimination of

the classes of advertising you mention, as well as all advertising in which doubtful or exaggerated claims are made, Collier's refused over \$100,000 last year. I recall two contracts that aggregated over \$40,000.

But I believe that this apparent loss will be in the long run more than made up by the great body of honest advertisers who thoroughly appreciate our efforts to allow nothing but the best in our columns, and who fully approve such a policy. As you say, our editorial policy has been the cause of our losing many advertising contracts. I could name three or four advertisers within the borders of Indiana who have withdrawn their advertising from Collier's on account of editorials and special articles—but we have half a million subscribers who know that Collier's can not be "influenced" by corporate interests or controlled by box office receipts.

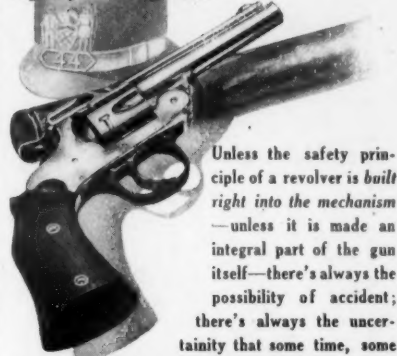
Sincerely yours,

T. L. Patterson.
Manager Advertising Department

IN NEXT WEEK'S BULLETIN—"The University of Advertising"

IN ANSWERING THESE ADVERTISEMENTS PLEASE MENTION COLLIER'S

You Wouldn't Keep a Bomb in the House
or on Your Person, An Unsafe Revolver is
Equally as Dangerous—



Unless the safety principle of a revolver is built right into the mechanism—unless it is made an integral part of the gun itself—there's always the possibility of accident; there's always the uncertainty that some time, some place, there'll be an unintentional discharge.

BUT IT'S DIFFERENT WITH THE

Hopkins & Allen TRIPLE ACTION SAFETY POLICE Revolver

You can see and feel the difference the minute you get this weapon in your hands. The Triple Action is the safety principle. It's the real and only in-built safety principle, just as the Hopkins & Allen Safety Police is the only triple-action weapon in existence. Go to your dealer. Have him show you a Hopkins & Allen Triple Action Safety Police. You'll understand at a glance the advantages of its exclusive safety-action.

Here's What the Triple Action Means The instant you pull the trigger the hammer cocks, then lets drive at the firing-pin straight and hard, the second it hits the firing-pin, the instant the shot is fired, the third movement instantly lifts the hammer up and above the firing-pin, away above it, out of all possible contact with the firing-pin. There it lodges—securely, safely—firm, fixed and immovable against a wall of solid steel. The weapon will not, cannot fire again unless you actually pull the trigger.

The New Army Grip gives a strong, firm hold and adds to the effectiveness of the revolver. 32 and 38 calibre, 4-inch barrel, nicked finish, \$9.50; blued finish, \$10.00. For sale at all good hardware and sporting goods stores, but if your dealer does not have it, we will send one to you post-paid on receipt of price.

Send for our 1909 Gun Guide and Catalogue which also shows our other lines—the most complete range of high-grade, low-price firearms made anywhere in the world. Write for it today. IT'S FREE.

HOPKINS & ALLEN ARMS CO.

14 Chestnut Street - Norwich, Conn.

Economy in Leather Belting

Whether your leather belting costs much or little per year, it's an expense that you want to cut down as much as you can. It makes no difference how hard you work your belts or under what trying conditions—you will have the most economical belt you can buy if you use

Sea Lion

Guaranteed Waterproof Leather Belting

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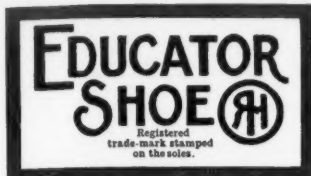
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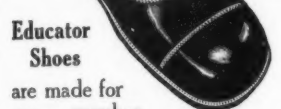


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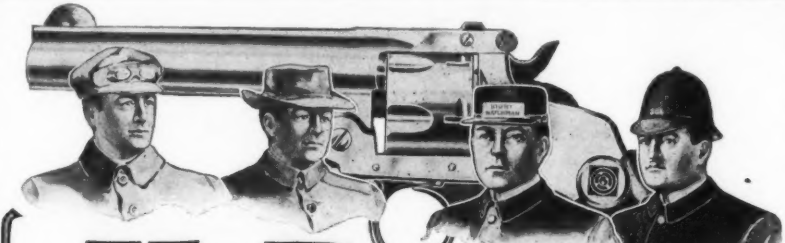
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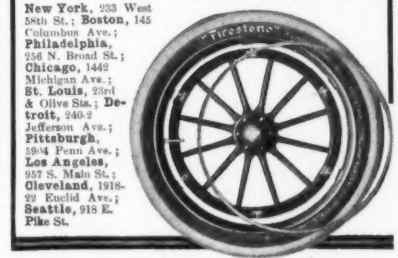
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When the Power Gives Out

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Collier's

The National Weekly



P. F. COLLIER & SON, Publishers
Robert J. Collier, 416-430 West Thirteenth Street
NEW YORK

July 17, 1909

The South

THE SOUTH IS GAINING powerful friends. And perhaps not so much friends, whose motive is avowed sympathy, as merely clear-eyed observers who are just and have courage. By the multiplication of these will her way be made smooth. Mr. WILLIAM ARCHER completed last winter a long journey of observation through the Southern States. From his conclusions, printed in the July "McClure's," we detach two sentences:

"... the South is in the main actuated by a just and far-reaching, if not far-seeing, instinct. I believe that the problem, far from being unreal, is so real and so dishearteningly difficult that nothing but an almost superhuman wisdom, energy, and courage will ever effectually deal with it."

We wish that these convictions were in the heart of every New Englander who hastily calls a meeting to pass resolutions on the negro problem, and every Northern editor who has a formula, long conventionalized, in which he writes, periodically, a scolding for the South. In the "Outlook," the other day, LYMAN ABBOTT spoke of his sympathy with the intense feelings of the Southern white, his "strong confirmation" of the enlightened views of President ELIOT and Ambassador BRYCE about the South's ultimate problem. To these names may be added that of THOMAS WENTWORTH HIGGINSON, survivor of the generation of Abolition leaders and commander of a colored regiment during the Civil War. In declining an invitation to attend a conference on the status of the negro, he deplored all such agitation, which makes the problem of the South only more difficult. The day may yet come when the North will formally acknowledge that the South's stubborn refusal, since the Civil War, to yield an inch of its stand in the matter of the relations of the races was an epochal contribution to the white race in America, which, under the outrageous difficulties which the North pressed down upon the South, could not have been done differently. Probably it would be impossible to prophesy a day more unhappy for this continent than the one on which the Southern white should abate one iota of his race-pride.

Courts

THE KANSAS CITY "STAR" is one of many papers whose persistent pointing out of judicial absurdities will ultimately effect their obliteration. A few weeks ago Judge GANTT of the Supreme Court of Missouri ordered a new trial for a convicted criminal because in one of the official papers the word "the" had been omitted preceding the words "State of Missouri." Now comes a reversal based on the omission of the letter "e." The despatch from Jefferson City reads:

"Judge GANTT filed in Division No. 2 of the Supreme Court, June 29, an opinion reversing and remanding two years' sentence of LEO JUDG of St. Louis for fraudulent registration in September, 1904. The case is reversed on the ground of a defective information of the prosecuting attorney. The information charged JUDG with registering under the name of Charles Cohn, but charged that he signed the registration book by the name of Charles Cohen. The different spelling of the name, the court finds, makes it an entirely different name and makes the two parts of the information repugnant to each other and the indictment defective. The case is remanded that the circuit attorney may file another information if he so desires."

Judge GANTT is not personally responsible; the judicial system of Missouri is very much to blame.

The University of Wisconsin

FOR THE SAKE of free ideals, to insure academic liberty and good teaching, the president of a university should be unconscious of authority over him, and feel as confident of his tenure as if the institution were his private property. On the other hand, the physical and financial management of several millions worth of property demands trustees or regents who shall be capable business men. In these trustees, ultimate control must always rest. If they happen to be men of aggressive personality they sometimes leave their proper domain and begin to trespass on purely academic ground, try to dictate on matters wholly educational, attempt even to color the teaching. To this course there can be but one end. Something of the kind is said to be happening behind the scenes at the University of Wisconsin. There, lately, some of the more powerful and active regents, who are appointed by the Governor, have interfered in purely academic matters. Many friends of the university believe that these regents would, if they dared, depose President VAN HISE. (They have already tried to curtail the Economics Department and alter its character.) It is true that the spirit of this university, and the graduates it has sent out, are responsible for much of the independence in Wisconsin politics, the freedom from party

July 17

domination, the aggressive determination to control public utilities and conserve the State's resources. The regents in question are said to be bent upon a course which would change all this. The University of Wisconsin is a wonderful institution, half university, half the living soul of a State. Happily, the people of Wisconsin know how wonderful it is. They will take care of their University.

Some Important Facts

THE "WALL STREET JOURNAL" is a daily paper which sells for five cents. Its circulation is small, probably not over fifteen thousand. But those fifteen thousand buyers of the paper are the richest men in the United States. The "Journal's" regular daily readers have an aggregate wealth greater than that of any other daily paper. It is the trade journal of Wall Street, and it is alone in its premiership. Its contents consist of the New York Stock Exchange quotations, running comment on the day's events on the Exchange, news of corporation meetings, dividends declared, the trend of the bond market, a mass of financial advertising, and, finally, each day a few very able editorials. It is from these editorials during the past few weeks that the following paragraphs are taken. We think they will surprise anyone who does not know the "Wall Street Journal" and has read our description of it. First, about the \$29,000,000 fine against Standard Oil:

"The Landis decision was the fruit of a popular state of mind brought about by methods of corporation activity of which the life insurance inquiry gave the first illuminating exposition. Corporations in those times were in many cases being conducted with an utter indifference to the laws of God and man. If a corporation were only strong enough its managers assumed that anything was right which they could bring about without actually incurring prosecution. It was thought in some financial circles proper to own the representatives of the people in State Legislatures or in Congress, and, indeed, we had established a condition so rotten as to bring about a violent revulsion of public sentiment."

This concerning the tariff which the Senate has been making:

"We have only to glance at the tariff discussion in the Senate to see how far we have fallen back, after the moral upheaval of a few years ago. The spectacle there is so base, so utterly without patriotism or principle, so far from the ideals of either party, so crudely self-seeking, and so callously ready to sacrifice the interest of an entire nation for the benefit of a small part of it, the interest of a State for a small influential portion of that State, and even the interest of a Congressional district for a few contributors to a campaign fund, that it points to the establishment of a new tyranny. This moral rot in our commercial system, so indecently displayed in the United States Senate, is one of a number of signs which should cause us to think. The spectacle at present afforded by the United States Senate is an insult to every self-respecting American. It exhibits statesmen supposed to be acting in a national capacity owned in soul and pocketbook by petty local interests, while one corporation after another shows that it can snap its fingers at the promises made by the Republican President and all his party before election, and accepted by the American people."

Finally, this about commercial and political conditions:

"There is, however, evidence patent enough to any observer that favored interests are trying to establish a return to conditions which were most properly suppressed within the past four years."

"There is, in fact, a shameless revival of that association of selfish corporate interests with legislation and legislators, such as dared not show its head twelve months ago."

These quotations suggest many thoughts. Probably it is proper first to express appreciation of a newspaper which, although its clientele consists of men of great wealth exclusively, is yet independent and outspoken. We know of no newspaper, even among those that appeal to the public in general, which is so frank and forceful. In the "Journal's" contrast between conditions now and a year ago, there is an implied comparison between the present and the recent Presidents which will not down. It is a comparison, however, which does not go deeper than the relative energy of the two men in carrying out the good intentions which are common to both. Most important of all the aspects of the "Journal's" remarkable editorials is this: We believe they represent the average belief of the "Journal's" wealthy readers. *It is not the rich, but the sycophants who serve the rich, that hold us back.* It is the unscrupulous lawyers who serve corporations and carry the consciousness of their retainers into the Legislature, the judges who either have been corporation attorneys or hope to become such, the subsidized newspapers frantically eager to commend themselves to their patrons—these are the ones who stubbornly fight progress. Finally, the intrinsic truth of the "Journal's" words is important. We trust the character of their source will carry conviction where a more radical publication's utterances might be read with some reservation.

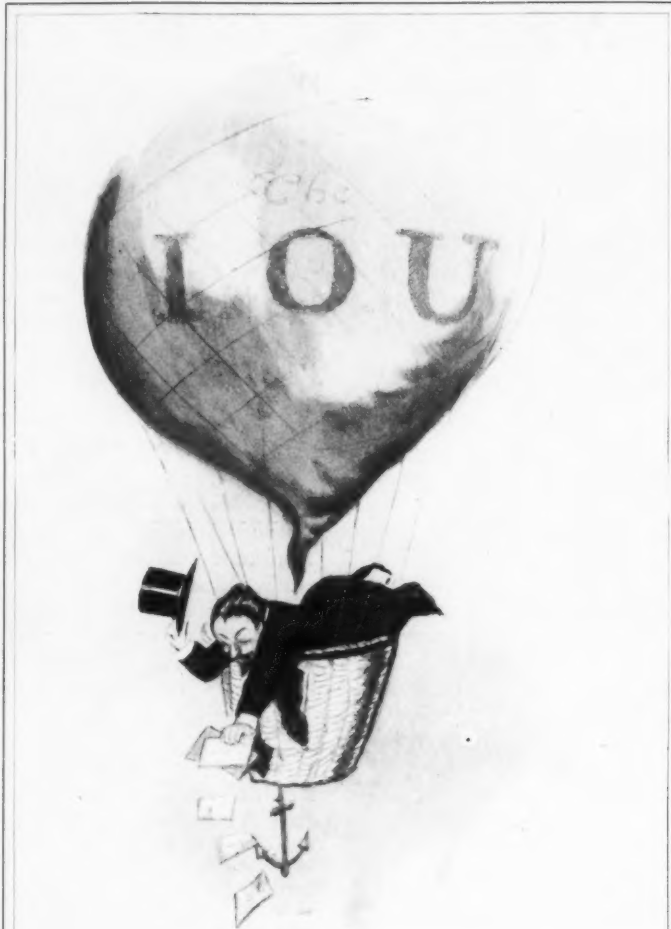
Leaving Things Alone

SOME GROW WEARY of those who constantly cry out for progress. To them are commended Mr. CHESTERTON's words:

"But all conservatism is based upon the idea that if you leave things alone you leave them as they are. But you do not. If you leave a thing alone you leave it to a torrent of change. If you leave a white post alone it will soon be a black post. If you particularly want it to be white you must be always painting it again. . . . But this which is true even of inanimate things is in a quite special and terrible sense true of all human things. An almost unnatural vigilance is really required of the citizen because of the horrible rapidity with which human institutions grow old."

Love on Paper

"AT LOVERS' PERJURIES," they say, "JOVE laughs," and, surely, he has the best laughs of all over the breaking of vows by those who, through their unusual faculties of speech, should be the most eloquent in making them—that is to say, Messieurs the Poets. Burns had innumerable sweethearts, though he did not favor many with epistolary protestations, which was wise, perhaps, some of these ladies being as illiterate as they were light or low. The several post-matrimonial amatory vagaries of VICTOR HUGO were tolerated and condoned with a blind indulgence by the wife to whom, during his veritably Vesuvian courtship, he had written: "Have no fear, ADELE, concerning the duration of a love that GOD himself could not extinguish. . . . My temperament, my pride, my ambitions, all are dominated by my love, concentrated in you alone, transmitted into one desire, one idea, one aspiration—to be forever yours. . . . For me, you are the gate of joy and sorrow. . . . You fill my soul as if I were possessed of a divine spirit." HUGO became a peer of France, and his noble English rival in poetry and light allegiance, LORD BYRON, a year before he asked for the hand of Miss MILBANKE, was on terms of this sort with Lady CAROLINE LAMB: "I again promise and vow, that no other, in word nor deed, shall ever hold the place in my affections which is and shall be sacred to you till I am nothing. . . . I was, and am yours, freely and entirely, to obey, to honor, love, and fly with you, *when, where, and how*, yourself might and may determine." To a second gentleman's wife, the Countess GUICCIOLI, BYRON wrote thus four years after his marriage with Miss MILBANKE: "My destiny rests with you. . . . You have ever been, since our first acquaintance, the *sole object of my thoughts*. . . . I pray of you to believe that I can not cease to love you but with my life." As to POE, the year preceding VIRGINIA's death, she was his "dear heart," his "little, darling wife," his "*greatest and only stimulus now*, to battle with this uncongenial, unsatisfactory, and ungrateful life," whereas, the year following VIRGINIA's death, he confessed to the widow WHITMAN: "For years your name never passed my lips, while my soul drank in, with a delirious thirst, all that was uttered in my presence respecting you. . . . During our walk in the cemetery I said to you, while the bitter, bitter tears sprang into my eyes: 'HELEN, I love now—now—for the first and only time.' . . . My brain reeled beneath the intoxicating spell of your presence, and it was with no merely human senses that I either saw or heard you. It was my soul only that distinguished you. . . . I saw that you were HELEN—*my HELEN*—the HELEN of a thousand dreams—she whom the Great Giver of all good had preordained to be mine—mine only—if not now, alas! then hereafter and *forever* in the Heavens." And one might go on quoting other letters from other poets, writing in other languages. But JOVE has no nationality, and therefore no prejudices. So he laughs at all, whether poets or mere people, who delude themselves with ink, commit perjury by post, love on paper to distraction for aye and evermore.



To the Creditor

A Toast

By OLIVER HERFORD

HERE'S to the Creditor! Long may he reign.
May his Faith never waver, his Trust never wane;
May the Lord make him gentle, and gracious, and gay,
Yet quick to resent the least offer of pay—
May he soften his heart, as he softened, we're told,
To the Israelites' "touch" the Egyptian of old—
And when on his last long account he shall look,
The angel will say as he closes the book:
"The Lord gives you Credit for Credit you gave!"
So here's to the Creditor—long may he waive!



take the first course, if you please, in the barn-yard, the second in the pig-sty, and the third in the dining-room. It will wash its hands over the molasses jug; it will leave footprints upon the sugar, which, though indistinguishable at the time, loom large and black in the next year's mortality records; and it will even commit suicide in your cup of tea rather than leave unfulfilled the behests of its patron-devil, Beelzebub. All this the picture films will unfold in the educational campaign of the Merchants' Association. The exhibit will be given first in the regular "nickelodeon" shows, and eventually, in the public schools. "The Moving Picture writes, and, having writ," leaves to the instructed public the verdict, which is easy to forecast. The tiny but noxious flitter which inspired Mr. THEODORE TILTON's muse has no place in modern society. It has lived regretted and will die acclaimed.

The Monroe Doctrine—via Berlin

ON OPENING a package addressed to this hochgeehrte office from the verlagsbuchhandlung of HERR PAETEL, Kochstrasse 67, Berlin, we were pained to behold a fiery red book, on the cover of which a condor was engaged in tearing up and apparently eating the United States flag. The promise of the cover was fully borne out by what it contained. In the year 1920 the American army of invasion was annihilated by the South American triple alliance. The Yankees undertook a punitive expedition to Uruguay. There were 120,000 men—good enough to police Cuba and the Philippines, but nothing like the Brazil, Chile, and Argentine allies who were drilled by Germans. And besides that, the American officers were distressingly arrogant. The battle, which took place near Buenos Ayres, was extensive and sanguinary. The "sophistically enlarged Monroe doctrine intended for the bondage of South America" was broken down completely, and the spectacle after the annihilation of the Americans was so depressing that Major PAPPENHEIM, "who was not given to drinks," emptied an entire bottle of brandy. It is some comfort to know that he won his Argentine bride after the cruel war was over, and then young SPENCER, the military attaché of the American legation at Montevideo, was at last accepted by the lovely Senorita CARMEN DUGGAN. For a time her proud patrician blood recoiled at the thought of an alliance with her country's enemy. In the last paragraph of the book, war with Japan begins, and it is suggested that Nippon is about to appear at the head of five hundred millions of Chinese. We were more impressed by the novelty of HERR PAETEL's story than by its sanity or literary charm. Silence is doubtless even more than it deserves. Possibly it was the "hochgeehrte" by which we were seduced.

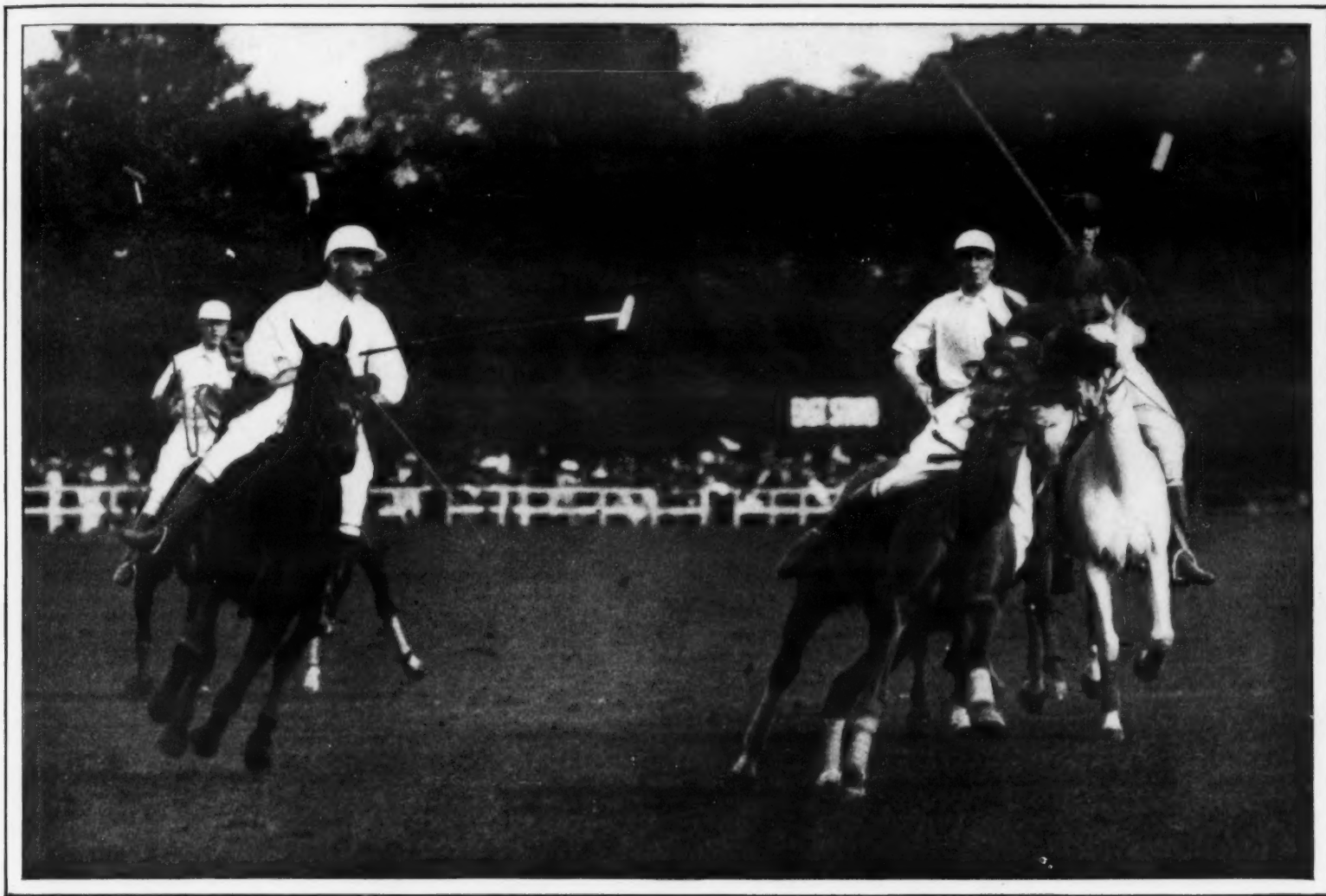
Fly-Chasing

POLICEMAN SCIENCE has photographed the fly for his Rogues' Gallery. Since Dr. HOWARD, the United States Government entomologist, damned the pervasive and evasive insect with the telling epithet, "typhoid fly," it has been enjoying an increasingly evil repute. "Give a bug a bad name" and the whole world bays upon the trail. As the latest move, the Merchants' Association of New York is sending an agent to procure kinoscope representations of the winged nuisance in its specialty of distributing filth and disease from the scientific snapshots of Germany, who have been industriously catching the culprit in the act. These pictures will lay bare the whole private life of *Musca domestica*, with the particularity of a yellow journal scandal. They will show the germ-purveyor gathering bacteria in highly unappetizing localities, tracking them into meals, and putting all six of its mucky feet into the trough, so to speak, while sharing breakfast or supper with the family (human) of its choice. For your fly is no finicky feeder. It will

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America Regains the Polo Cup

The American Team Defeats its English Rivals at Hurlingham and Captures the Cup Lost Twenty-three Years Ago



Freake saves the ball for England by a brilliant and daring back-hander

BY THEIR second victory at Hurlingham on Independence Day the American polo team won the international challenge cup from the English team and regained for America the trophy which has been held by England for twenty-three years. The victory was not only decisive, but it showed perhaps the best polo ever seen in England. The Americans hit harder and with more ingenuity. They were quicker on the ball, and their team play was especially effective.

The Meadow Brook team, representing the American Polo Association, consisted of Messrs H. P. Whitney (captain), L. Waterbury, J. M. Waterbury, Jr., and Devereux Milburn. The English picked team in the first game, which the Meadow Brooks won on June 23 by a score of 9 goals to 5, consisted of Captain H. Wilson, F. M. Freake, P. W. Nickalls, and Lord Wodehouse. In the second game, Captain Wilson and Lord Wodehouse were displaced by Mr. H. Rich and Captain Lloyd. Lloyd used to play for the Fourth Dragoon Guards in India, and he had been on the winning Roehampton team since 1905.

The reconstructed English team played well, but was clearly outclassed. Mr. Rich, who had been expected to rush Devereux Milburn off the ball, found the American back unflinched and invincible. Captain Lloyd played better than Lord Wodehouse, and Messrs. Freake and Nickalls were as good as before, and all the English players were better horsed, but the result was scarcely in doubt from the first. The challengers won by a score of 8 goals to 2.

The International Challenge Cup was won for England by a Hurlingham four in 1886. The American players were Messrs. Thomas Hitchcock, Jr., W. K. Thorn, Raymond Belmont, and Foxhall Keene. An unofficial American team, captained by Mr. Keene, and including W. and L. McCreery and F. J. Mackay, challenged and was beaten in one match in 1900. In 1902 a team representing the American Polo Association challenged and was beaten two matches to one. The Americans were Messrs. Foxhall P. Keene, J. E. Cowdin, R. L. Agassiz, and the Waterbury brothers.

The significant feature of this victory is the suggested splendid development of team-play among the Americans. In every instance where American and

English teams have met hitherto, the Americans have shown weakness in this particular. The strong element in English play during this last match was, and always has been, "playing to position." That means every man filling his especial place on the team, which sounds simple enough, but is one of rarities in all combinations of men, whatever the game. Hitherto, also, the English ponies have considerably outclassed those of the Americans. This year Mr. Whitney left nothing undone to put the challenging team in a position to at least do itself justice. To this end a higher grade of ponies was provided for the American players than ever before they sat on in international matches. While their improved mounts were a large factor in the recent success, the victory, after all, must be attributed to brilliant individual work, which merged into spirited team play, and especially to the accurate hitting and quicker, more aggressive tactics. In a word, the Americans were on the job every second. To Mr. Whitney must be given great credit for the practical manner in which he pre-

pared for the match and for his generalship on the field. No American team has ever played on English soil in such harmony or in such spirit. Nor have any four from the New World shown such high-class polo as did these representatives of the American Polo Association.

There is the further reason for acclaiming the victory of this team, because it triumphed in the land where the best polo ponies in the world are raised and over players who were the pick of England, which means the best on earth. English polo playing form averages high, higher than anywhere else, and there are always more first-class candidates from whom to draw than America can possibly muster; for, although there are many men playing polo in America, the teams are scattered over the country and do not have the advantage of so often meeting on one common playing field as is the case in England. The same conditions that tend in England to make the average skill in boating so high apply also to polo.

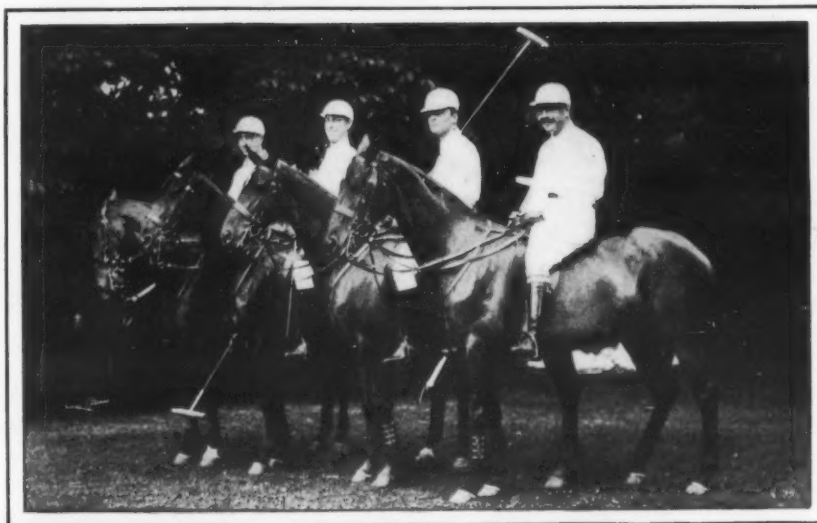
Take it all in all, Americans have never captured a cup that reflects as much credit upon the victors. Not only did these challengers from the United States beard the lion in his den, but they played on turf much softer and under conditions differing from those with which they were familiar; and they won from the pick of all England—in a clean game, fought out to the finish.

With reference to the match, J. M. Waterbury, Jr., said:

"Our game in America is much faster than England's, and we seem able to get hold of the ball better when it is on the move. We are better mounted than we were in 1902, but I think the improvement of our game over that year is largely due to the fact that the team is all so friendly. We live together and are on the very best terms with each other."

Walter Buckmaster, England's greatest player, who refereed the match, said after the game:

"The Americans gave a great exhibition. It was the best polo I have ever seen. They beat our men for dash, they were quicker on the ball, and knew what to do with it when they got to it. They richly deserve the success which I attribute to the thoroughness with which they mastered every detail of the game."



The International Champions

From left to right—Devereux Milburn, Harry Payne Whitney (captain), J. M. Waterbury, Jr., and Lawrence Waterbury, representing the American Polo Association



The International Horse Show in London

Mr. Alfred G. Vanderbilt driving out of the Olympia arena after winning the Coaching Marathon from Hampton Court—eleven miles—against twenty other starters. The honors of this show were divided between England and the United States. Of the championship cups the former won eleven and the latter eight of twenty-one awarded; France earned one of the remaining two and Canada the other. In appointment classes and in trotters American entries made a clean sweep

OUTDOOR AMERICA

Edited by CASPAR WHITNEY

Athletics That Save Life

THREE little boys were playing ball the other day in an open field which slants to the Hudson River. One was batting up flies for the other two to catch. The two in the field were brothers—eight and ten years of age; the one at the bat was twelve. They were having a lot of fun, taking turn and turn about at bat; finally it came the turn of the older brother, and he sent up an unusually high ball which the youngster tried for. It went over his head and rolled down the bank to the river, where it bobbed along in an eddy of a rather swift current. Reaching for the ball, the lad lost his balance and fell in with a scream that attracted his two playmates on the bank. Not one of the three boys could swim, and the eldest, who had been first at the bat, tried to dissuade the brother from jumping in after the struggling lad who was being carried away from the bank into deep water. But the ten-year-old little hero went to the rescue, none the less—and the two were drowned within twenty feet of where the kiddie had tumbled in.

On the Sunday last before this is being written, a sailboat capsized in a squall on a small lake in Massachusetts, and two girls of nineteen and twenty and two men of twenty-five and thirty, all who were in the boat, and none of whom knew how to swim, were drowned.

There is no reason in singling out these two distressing accidents except that both are typical and illustrative.

Every Monday morning the newspapers have their lists of drowning accidents—charged to the account of sailboats capsized by incompetence; to rowboats overturned by rocking, or by passengers changing positions in the boat; to bathers carried out beyond their depth.

Parents dismiss too casually their duty in this respect. Swimming is easily learned—also it is one of the most healthful of exercises—and should be a part of the education of every boy and girl. Insist that the companions of your children on the water are also proficient in whatever form of aquatic it be.

Let us have more practical application of athletics. Of the scores of young men who drown every summer, no doubt a large percentage had a certain knowledge of athletics; some played baseball; others played lawn tennis, or drove or rode; and yet knew not how to swim. Let us have proficiency first in those branches of outdoor activity that are related to human safety. This is the kind of athletics we need.

The Y. M. C. A., which is so great an influence in the land, can add immeasurably to its good work by making swimming obligatory upon every member of its organization.

At this season when half the holiday-making world is on the water, or near the water, let no man dare take out a sailboat party unless he is qualified by experience to handle the craft should the unexpected squall blow up—of course the squall is always unexpected.

To the person of any age who rocks a rowboat a sound trowncing is due. Never change places in a rowboat or canoe when the craft is out from the bank. If you simply can't sit still, once placed, get out of the boat—and stay out.

To the Surf Bathers

IN THE face of being thought trite, I shall indulge myself in a few "don'ts" for surf bathers which, no doubt, I have printed every year for the last twenty, and which I shall, with a little doubt, keep on printing so long as there is an outlet.

People are drowned every year for no other reason than because they stupidly ignore their own common sense and the experience of others.

Surf bathing is exhilarating if not prolonged, but it is not exhilarating or even beneficial to all people. To some it is even harmful. If sure that you are healthful and sound there is no reason why you should not go into the surf, provided you follow a few plain rules.

First of all—never venture into the surf without knowing something of the conditions of that particular beach. Every beach has its peculiarities, and beach peculiarities are apt to bear fatal consequences. Also the condition of the surf varies; it may be safe one day and not safe the day following, on the same section of the beach. All of which means that you should know your beach, not only by the season, but by the day. This is true of all beaches, wherever they may be, and of all kinds of bathers. If you do not swim, it is imperative that you have this information. If you do swim, you will be wise also to get it, for when the surf is in its tantrums, however innocent its surface appearance, not even an expert can afford to be careless of its warnings. I stood in the surf at Fire Island when a strong-swimming, athletic young friend of mine disappeared from our very midst without any of us knowing, or indeed missing him, until we had gone ashore, fifteen minutes later.

It is only a fool that ignores the simple precaution which every one should take. If you have any organic trouble, you should not go into the surf without a physician's permission; if your heart is weak, you can

save the physician's fee—and keep out of the water. If you know nothing of your physical condition, be examined by a physician before you go surf bathing.

Don't go into the surf until a good, full hour after your meal—two hours would be much better. Wet your head always as soon as you enter the water. If you can not swim and the surf is strong, or the beach runs quickly into deep water, keep close to the life-line. You may think it undignified, but it is better to suffer a little in pride than to be carried out beyond your depth—besides, suffering pride may serve as an incentive to learn to swim.

Unless you experience an exhilaration from bathing in the surf, keep out of it; and come out of it before you begin to feel cold. Fifteen or twenty minutes of surf is enough for anybody. There is nothing to which that old saw, "enough is as good as a feast," applies so forcibly as to surf bathing.

Keep your wits about you. If you can't keep them, stay away from the beach; and if you can keep them, heed these suggestions.

"It is better to be sure than to be sorry," and it is a long voyage if you slip a cog, and the eating stations are far apart.

A Boon to Dog Owners

THE Continental Field Trial Club is earning the gratitude of dog owners, by its painstaking effort to discover the distemper germ and its anti-toxin.

The club is raising a fund of \$2,500 for research work, which is to be done at the Cornell Medical College, and which, of course, guarantees it being done by the most scientific methods. If the research is successful, the club proposes to make its secret public for the benefit of dog owners. Certainly so worthy an object deserves support, and those who desire to contribute may do so direct to Dr. A. Schuyler Clark, No. 26 East Forty-eighth Street, New York, who is one of the club committee.

What such a discovery would mean to dog owners and breeders may be judged from the fact that sixty per cent of all dogs who do not die of old age die of distemper.

Among humans the diphtheria anti-toxin has reduced the mortality and the serious after-effects from thirty to forty per cent to less than half. Of course, a corresponding reduction in the canine world would follow the discovery of a distemper anti-toxin.

It would be nothing short of a veritable boon to dog owners and breeders. Inoculation previous to any given bench show season would alone mean a saving of thousands of dollars to exhibitors.

Unsportsmanlike Subterfuge

IT IS not to the credit of the lake yachtsmen of the United States that there will be no race for the Canada Cup this year. At the last meeting, the American defenders took unfair advantage of their position and the plain rule, and only the sportsmanship and voluntary yielding of the Canadians made a contest possible. This season, when the subject of another race was broached by the Canadians as challenger to the Rochester Yacht Club as defender, the latter amazed yachtsmen of both countries by again taking the same unwarranted position.

In brief, the situation is, that in the last race for this cup, the Rochester Club entered a defender—*Seneca*—which did not conform with the specified conditions under which the Cup was to be raced for. Had the Canadians insisted on the letter of the rule, the *Seneca* would have been disqualified. They waived their privilege, however—a most sportsmanlike act—and the *Seneca* won the Cup. Again this year, the Rochester Club, strangely unresponsive to the extreme courtesy it received from the Canadians, despite its untenable position, has sought to once more use the *Seneca*—even less eligible than last time, because now foreign-owned.

Surely, it's a pity these lake yachtsmen couldn't have profited by the sportsmanlike example of the gentlemen from across the border, and at least have submitted the matter, as requested, to the Yacht Racing Union for decision. That States yachtsmen should finish so poor a second in international courtesy is not a pleasing thought, even though the Rochester yachtsmen have successfully defended the Canada Cup since they won it in 1903. The Rochester men boorishly declined to make any concessions, and excused their course by declaring that they "don't want a race in 1909!"

Where Lawlessness Breeds

SOME of the lawless spirit we see in the United States may be traced to the national characteristic of always trying to beat the rules; and much of it is due to the multiplicity of fool laws made by time-serving legislators. Laws seem to be put on record without serious thought of their being obeyed; and, of course, a law that is not respected or can not be enforced, falls into public contempt.

So many laws on the statute books are practically dead

letters that citizens have become habitually unmindful of the law, and the result is a spirit of lawlessness that can not be duplicated anywhere in the world among civilized people. During the year 1908 thirty-five thousand new laws were made in the United States against one hundred and fifty-five in England. Our record is unparalleled as a rule-maker and rule-breaker; especially in our sporting fields.

Play the Game

SCARCELY a mail arrives which fails to bring a request for my judgment as to the righteousness of penalizing a given individual for violating some one of the small playing rules of a game.

For example, to-day I have a long letter from a man who passes among his fellows as a good sort, taking violent exceptions to a too rigid enforcement of the penalty for soiling a golf club in play out of a bunker. This is a time-worn grouch. Always I am hearing on golf links and tennis courts and on other fields of play criticism of a contestant who demands that his opponent adhere strictly to the literal rules; last year at Newport considerable feeling grew out of an umpire's persistent (and entirely proper) calling of foot-faults. Nothing in my years of observation comes more frequently to notice than disregard of what may be called the less important rules of the game.

What in the world are rules made for if not to be observed? And how is a game to retain its traditions and character if rules are not obeyed? Frequently the fault is with indifferent officials. That is one of the reasons why hockey has become such a rowdy game.

A flagrant case was that of the University of Chicago, which violated both the spirit and the letter of the first-year student rule, by running on its relay team at Philadelphia this spring a member of its Freshmen class. It was only last winter Chicago was instrumental in getting this very excellent rule adopted by the Middle Western colleges. I shall expect a university with a high regard for its conduct—as I believe Chicago to have—to yield the honors it won at Franklin Field through the wrongful use of this Freshman. But the lawlessness of using him in the first instance! Somebody must be accountable, and whoever that somebody is, he ought to be severely dealt with.

Cornell's Smooth Rowing

ON THE water Harvard swept the Thames and Cornell did the same for the Hudson, with this difference—that while Cornell rowed to victory with a lower stroke than her rivals, Harvard had to pull from two to three more strokes to the minute than Yale to keep her shell moving to the front. And this fact, added to Harvard's defeat by Cornell at two miles early in the season, argues the continued supremacy of the Cornell stroke, which, losing nothing in power, yet is so smooth as to leave no jolts along its winning way.

Yale's form was as good as Harvard's, but lacked power. Columbia had splendid unison and dash, but needed smoothness—the other crews were outclassed.

College Baseball Batter Losing Initiative

THE college athletic season which closed with the boat-races on the Hudson is to be remembered for its excellence of performance. As this means wider engagement and interest among undergraduates, the result is noteworthy and in the desired direction.

The track teams East and West were, as a rule, better than the average, with Harvard, Yale, Pennsylvania, and Cornell leading, as named, in the East, and Illinois, Leland Stanford, Chicago, and Wisconsin in the West. Incidentally, R. E. Walker, the South African sprinter, proved his Olympic 100-yard form to have been accurate by twice beating M. J. Cartmell, the Pennsylvania University crack, in ten seconds flat.

Baseball, more than any other sport, showed the general quality, as well as equality. Although Yale won both the Harvard and Princeton series of two games out of three, she lost one game to Pennsylvania, which, like Harvard, as well as Yale, also beat Princeton twice. Cornell has the satisfaction of having beaten Pennsylvania and won one of its Harvard series of two; Amherst beat Yale on their single meeting, as well as Brown, which had twice defeated Harvard; and Williams triumphed over Cornell. Thus everybody gets a share of the season's honors, and the "championship" remains undecided, as is best.

In play the pitching department achieved the largest measure of prizes. Batting and base-running (improvement of which is the excuse for employing professional coaches) were from fair to mediocre, and showed no advancement over recent years. Fielding was loose and brilliant by turn. The Harvard-Yale series showed the best all-round baseball of the season, and Yale was steadier and batted better on this occasion than any other of the college teams.

As I have before said, the professional coach is destroying the batters' initiative.

The Price We Pay for Bad Roads

Hunger and Illiteracy Stalk Along Our Ill-Kept Highways

By AGNES C. LAUT



Nearly a foot of mud in the street of a Chicago suburb

DO GOOD roads concern you? If you are one of the 155,000 motor-car owners in the United States, it is a fairly safe guess that you give some thought to the good-roads movement and a great deal more thought to the bad roads that exist on a system of "pig-track trails" with wallows and "thank-you-mams" and "bump-you-quicks" in the proportion of ninety-three miles bad for every one hundred miles of road.

Or if you are one of the 30,000,000 people who live on farms in the United States, it is also a fairly safe guess that you know something about bad roads, even if you do not know and have never chanced to cross the seven per cent of improved roads of the total two million miles of highway in the United States.

But if you are a city dweller, whose use of the highway consists chiefly of the street railway, does the good-roads movement concern you? That question is best answered by asking another. When the price of wheat goes up from 70 cents to \$1.30 a bushel, and the price of potatoes from 50 cents to \$1.25, and the price of bread from 6 to 10 cents, and the price of flour from \$4.50 to \$7.50 a barrel—do those facts concern you? If they do, then you are vitally interested in good roads! Take wheat, for instance! Do you know why it is possible to corner the market in wheat? First of all, because wheat is scarce—the demand growing faster than supply; but secondarily, because, owing to the condition of the roads, it is possible for speculators to get possession of the whole year's crop of wheat. The West is the great granary of the wheat supply today; and in the West wheat must be rushed to market in the clear, dry autumn days when the prairie roads are hard as flint. If the farmer held his wheat over, past the dry weather, in the most of counties he simply could not deliver during late autumn rains.



Not long ago, Jefferson County, N. Y.

York to Liverpool. America's country roads are so bad that it costs the American farmer 23 cents to haul a ton, when it costs the English or the Belgian or the French or the German farmer only from 7 to 9 cents for the same haul. You, Mr. Town Man, and you, Mr. Farmer, pay for the unnecessary waste of those bad roads, the town man by extra cost of what he eats, the farmer by lessened profits on what he sells. The same reason explains why the town man pays \$1.25 in spring for potatoes which cost from 50 to 75 cents in the autumn.

That may not be as striking a way of showing what bad roads cost as if you went out in your motor-car and ruptured a pair of \$60 tires; but it affects more people.

The same Jefferson County road to-day

If you want to know what bad roads cost the country as a whole, keep in mind that American farmers are paying 23 cents a ton for hauling, when European farmers are paying from 7 to 9 cents. Now, the Interstate Commerce report shows that the railroads yearly haul 265,000,000 tons of farm produce, and that the average haul from farm to market for the whole country is nine and a fraction miles. Put the cost of hauling at a round \$2 a ton for the nine miles, and you have the cost of hauling farm produce at a round half-billion dollars a year. Half that cost is waste, solely owing to bad roads.

Look squarely at the facts!

Two hundred and fifty million dollars a year wasted on bad roads, which the farmer and consumer jointly pay!

The charge to haul wheat from New York to Liverpool, 3,100 miles, is 3.5 cents

An improved sand road, Massachusetts, where the percentage of good roads is high

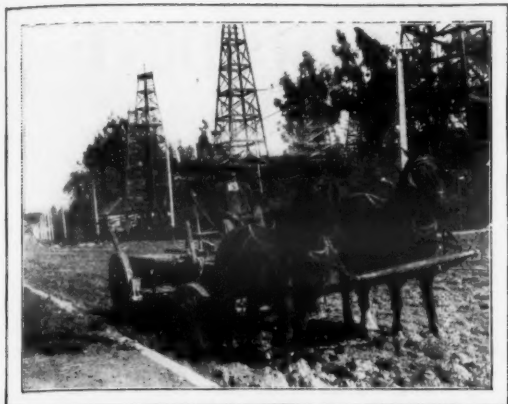


A mire of slush on a Tennessee road

or early spring break-up when roads are a churn of mud. The result is, for three months after each crop, there is a glut of wheat at elevator, railroad, water-front. A large proportion of the crop goes in storage. These storage charges amount in a grain center like Chicago to as much as nine cents a bushel in a year. On Minnesota's wheat crop, storage charges mount up to \$5,000,000; on the two Dakotas, to twice as much, and so for every grain area on the continent. The farmer does not pay those storage charges at water-front. The speculator does not—he adds those charges to the selling price; and the man who pays is the buyer—you, Mr. Town Man, who eat dear bread all because some mud road back in a hoosier State has not been graded up properly.

As a matter of fact, America's country roads are so notoriously bad that it costs more to haul a ton of wheat from farm to market than to ship that ton from New





A wet, gravelled street, Los Angeles, California

per bushel. The charge to haul a bushel of wheat from farm to market, 9.4 miles, is 5.11 cents! The storage on wheat at water-fronts, 9 cents a bushel a year. Do good roads concern you?

Total up the whole cost of bad roads, the waste on haul, the storage at water-fronts, the extra price paid for food, owing to scant market in spring—and you have an expense bill of a billion dollars a year against bad roads, or, on a basis of 80,000,000 population, a tax of \$12.50 a year, which every man, woman, and child pays for bad roads.

The results of bad roads are yearly tolls of \$12.50 against every person who eats farm produce. That yearly waste would build 200,000 miles of Al macadam roads every year; or in ten years would turn every country road into such a highway as the Romans' famous Appian Way, basing the cost at the very highest average of \$5,000 a mile. Though macadam roads sometimes exceed that figure, owing to special difficulties of swamp or bridge work, on easy grade near the source of the rock bed, the average has come as low as \$2,000; in New Jersey, for instance.

The beauty of the relentless scheme of things is when we mend our ways—in this case, mend our roads—Nature not only wipes out the deficit, she puts a plus to the account where there used to be a minus. Supposing of the 2,000,000 miles of roads in the United States, all were improved instead of only seven per cent, what would be the result to farmer and consumer? First of all, the big deficit of waste on haul, on storage, on cornered prices—wiped out! The minus goes off the national slate and the plus comes on.

Good Roads Reduce Distance

THE good road moves the remotest farm right next to the market. A farm twenty miles from the market on an all-the-year-round good road is nearer market than a farm seven miles away on a bad road. Truck farmers in New Jersey and Long Island can haul their produce to market, thirty miles, cheaper than they can ship by railroad; and that produce nets, according to well-known averages, as follows:

Fruit, \$80 per acre; flowers, \$2,000 per acre; corn, \$8 per acre; wheat, \$7 per acre; oats, \$7 per acre; vegetables, \$42 per acre.

Out in the Dakotas and Minnesota and Manitoba they haul their produce thirty and forty miles; but they can haul it only when the roads are dry in the early fall; and at that season the price is lowest. The farmer along the good road can command the best price by hauling only when the price is best; and he can also raise the produce that gives biggest net returns. If you would learn why a whole family can live and live well off an acre in Holland and Belgium and France, when a family often fails to live well off a hundred and sixty acres in America, study that table of farm averages in relation to the good roads.

One can hear the snort of derision from a skeptic as he asks if the inference is with good roads your Dakota farmer could grow flowers at \$2,000 an acre! No, it is not; but here is the inference: With good roads, your Dakota farmer—who under present conditions drives hub-deep in gumbo mud during spring—could market his crop when prices ruled highest. Instead of selling his wheat at 70 and 80 cents in the fall, he could sell it at \$1 during the winter and in the spring. (Prices of \$1.30 and \$1.50, which Mr. Hill

predicts, I eliminate because the cornering which brings such prices is largely the result of the bad roads, which throw an entire season's crop into the hands of the speculators.) An additional price of even 25 cents a bushel would mean \$15,000,000 more in the pockets of the Minnesota farmers, \$20,000,000 in the pockets of the Canadian Northwestern farmer, a similar amount to the farmers of the Dakotas, and to the wheat farmers of the Pacific Coast. Purely as an investment, the wheat farming States should wake up; for only one of them has entered on the good-roads movement with vigor.

With good roads you would not need to buy your vegetables in the country. In many parts of New England small fruits and vegetables are bought from dealers who send to New York. New York gets them from New Jersey and Delaware and the South. Your New York farmer does not raise vegetables in quantities because until recently roads did not permit him to market such a perishable product in quantities. This holds good of the very place where I live in New England. The same condition exists in the cow country and the grain country. Potatoes and onions your Dakota farmer can market in quantities. Therefore he raises them; but because bad roads cut him off from the market half the year he does not raise the more perishable vegetables. Vegetables he buys from California at fancy prices—another tax for bad roads. In fact, owing to bad roads, there



How bad bad roads can be—South Dakota

have been seasons when New Yorkers were paying \$1 a bushel for their potatoes and Western farmers were glad to sell them at 15 cents for pig feed and starch.

With access to market and best ruling prices, net returns increase and farm lands jump in value. It is an actual fact, wherever good roads have gone, land has increased in value from \$2 to \$9 an acre. In Jackson County, Alabama, a bond issue of \$250,000 built 125 miles of macadam road. The selling price of land was from \$6 to \$15 before the road was built. On the completion, land values went up from \$15 to \$25. In Bradley County, Tennessee, land values advanced from \$9 to \$15 and \$30.

Another curious but perfectly natural result of good roads is population. Buyers buy more readily when they can market easily. Take these figures.

In twenty-five counties, where there was only 1.5 per cent of improved roads, the population decreased in the ten years from 1890 to 1900 a total of 77,800.

In twenty-five counties, where 40 per cent of the roads were improved, the population increased in the same period 778,000.

The effect of good roads on school attendance needs no proof. In the five States having the best roads the average attendance is 77 per cent of enrollment. In

the five States having the fewest good roads the attendance averages only 59 per cent.

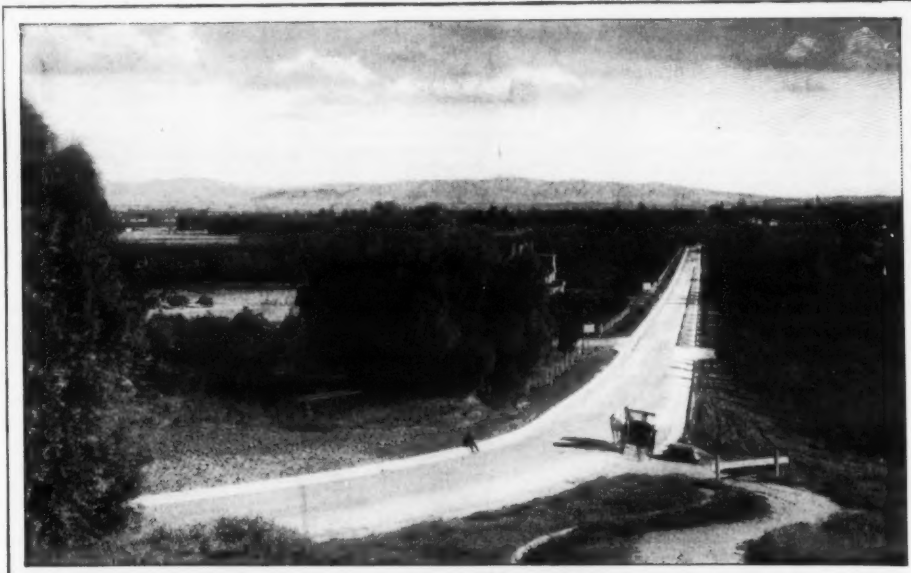
With these figures on schools, it is not surprising to find that ignorance and bad roads go together. In the four bad-roads States, with a total population of 7,000,000, are 375,000 men and women, white and native born, who can neither read nor write. In four good-roads States, with a population of 6,000,000, are only 20,000 illiterates.

How the Movement Began

THE movement for good roads is so recent that it need not be retailed here. When colonists first came to America, the roads followed buffalo trails and Indian wilderness paths. As farms became fenced, roads ran along between boundaries without regard to the shortest distance or grade; and these were kept in order (or disorder) by statute labor—farmers turning out for a day once a year for a road picnic, filling in holes that ought to have been filled in months previously, tinkering and trifling away time with no special director. The results were what might have been expected. Men do not employ blacksmiths as doctors; and why should farmers be supposed to possess the technical knowledge of an engineer? During various wars, two or three good roads were hacked through the wilderness across country, from New York up to Boston along the old post road, from the Cumberland Mountains west to St. Louis, from Virginia up through Pennsylvania to Pittsburgh, and when emigration began to roll Westward, from St. Louis to Oregon. With these exceptions, the highways of the United States were a system of pig-track trails.

Then came the great railroad building era down to 1880, when public roads were forgotten in the expectation that railroads would supplant them; but as population grew, the necessity for roads to link farm with market became daily more insistent. Kentucky and Pennsylvania had long had toll roads; but these were unsatisfactory; and about 1891 New Jersey began the State-aid system, followed by Massachusetts, Vermont, Connecticut, New York, Maine, and Rhode Island, until

(Concluded on page 27)



Oak Knoll Avenue, San Gabriel Valley, near Pasadena, one of the petralithic roads of California



Where horses are used up—a loose sand-road in Massachusetts



Hauling cotton on an improved highway in the vicinity of Jackson, Tennessee

The Friendly Citizens of Chipmunkville

An Experience in the Near-Jungle Which Showed the Native "Stripes" to be Equally as Voracious as the Far Eastern Terror and Much more Inquisitive

By J. ALDEN LORING



THE real foundation for the village of Chipmunkville was the camp established by a market fisherman who occupied it occasionally during the fishing season. Under a cluster of hemlock trees some thirty feet from the spacious tent with its plank floor and wooden frame, he had built a crude little icehouse, where he stored the fish until a goodly number was caught. By its side was a rustic table, and back of this was piled his supply of empty packing-boxes.

In the shade of these hemlock trees, on the table and around the icehouse and the pile of boxes, all Chipmunkville gathered to gossip, frolic, and fight. When hunger bade them eat, they scurried across the opening in which the camp was located, and, entering the tent through a crack in the floor, searched among the boxes, canned goods, tinware, and other paraphernalia that goes to make up the equipment of a camp outfit.

The population was composed of two species of chipmunks. The Western (*Eutamias quadrivittatus*) was the most common. He was a slim-bodied, sharp-nosed, agile, and active little fellow with four white and four dark-brown stripes on his back and sides. The other, Say's chipmunk (*Callospermophilus lateralis*), closely resembled the Eastern species, save that it grew much larger. He wore shorter hair than the Western chipmunk, was robust in stature, had a round head and a blunt muzzle, and could be distinguished at a glance by one white and one dark stripe on each side of the body.

The village was quite deserted when I first entered it, for the tent had not been occupied for several weeks and the supply of provender left there had long since been exhausted. The few chipmunks running about the icehouse, and those that scampered out of the tent when I unlocked the door, quickly took refuge, for, having too often been greeted with missiles of various kinds from former occupants of the camp whenever they became too familiar, experience had taught them to mistrust human visitors. My first move, therefore, was to allay these fears as soon as possible.

Their Confidence is Won

DURING the two hours I spent in settling camp and bringing wood and water, chipmunks eyed me suspiciously from points of vantage, and when I moved away from camp they ventured out, only to hurry back with loud cries of derision upon my return.

The initiative play in a movement which eventually ended in our becoming so chummy was scattering a supply of rolled oats upon the table, where they were quick to find it. The rest was easy, for that bait of rolled oats acted like the secret greeting of two fraternity men. It had the same effect in Chipmunkville that the sudden discovery of a rich vein of gold would have in a waning mining camp.

As soon as the news of the strike of oatmeal reached the forests and the cliff behind camp, the population of Chipmunkville doubled by nightfall, and by noon the next day it had swelled to alarming proportion. I say alarming because the presence of chipmunks in a Western camp is always a herald of trouble and damage. For the rest of my stay, from sun-up to sun-down, the two main avenues leading to and from the village, the banks of a small stream on one side and a prostrate tree-trunk that extended from the timber into the clearing on the other, were constantly thronged with active and industrious chipmunks. There was not a minute of the day that from ten to twenty and even as many as thirty-three chipmunks could not be seen from the tent door, some engaged in play and some in culinary duties of various kinds. They soon became so tame that they dodged between my feet, climbed up my legs, and skipped about my body as I sat by the table taking notes or lay snoozing on my bunk. They even helped themselves to my food with the utmost impunity, and I had to sit and guard my plate or take it with me whenever I left the table.

It was two and a half feet from the sill of the tent door to the ground, and as I sat there gazing out upon the busy chipmunk throng, those that wished to enter my domicile ran up my legs, pausing a few seconds on my knee to look about, and then continued their way into the tent. Or, while scampering about the scantling framework, they would descend the door casing half-way, then leap to my shoulder or to my head, and from there slip to the ground.

They Become Over-Neighborly

ONE little fellow discovered that I kept rolled oats in one of the outside pockets of my hunting coat, and no matter if it was on me or was hanging on a nail, he made frequent visits to it and, diving in head foremost, filled his cheek-pouches to the bursting point and then ran off into the timber to cache the find in his storehouse. It would be interesting to know how many pounds of rolled oats those chipmunks took from my hands during my four days' stay with them and just where it was all stored.

They finally became so numerous and bold, not to say

aggressive, that they were really a nuisance, and it became necessary to place everything eatable not intended for their consumption on shelves suspended by wires from the ridgepole of the tent.

If I left the tent for a few moments I was reminded I had left the door open by the loud clatter of falling dishes, and on looking around I was sure to see a file of striped bodies darting through the doorway, some toting off large square soda-crackers, some struggling with chunks of fried bacon stolen from the frying-pan, and others with their pouches stuffed with oatmeal. My appearance in the doorway always sent them helter-skelter to hiding until they had time to see what was the real cause of their fright, when they would come out again and continue their mischief as unconcerned as though I were not there. Often the suddenly animated appearance of a roll of cotton-batting, that I used for stuffing specimens, would attract my attention, and, after watching a few seconds, I would see a chipmunk emerge from the very center of it, his little black eyes sparkling, his cheek-pouches bulging and cotton protruding from both sides of his jaws like a white stubby mustache. No doubt the cotton was intended for lining a subterranean bedchamber beneath some rock, log, or stump far off in the wilds.

Their mischievous nature—that is, mischievous from a human standpoint, but in reality the same natural instinct that prompts all animals to hunt for food—sometimes brought them into serious trouble, which might have ended disastrously but for help. Once I entered the tent just in time to rescue a chipmunk from drowning in the water-pail, into which he had fallen or jumped while scampering about. I fished him out and, after rubbing him dry, laid him on the grass in the



A table full of guests, dining on rolled oats

sun; and he soon recovered and took to the timber. On another occasion, while snoozing on my blankets, I was roused by an unusual disturbance and awakened to find that in some manner a chipmunk had thrust his head and shoulders through a tin ferrule used to seal the top of a preserve bottle, and, crazed by fear, was rushing about the tent in an effort to extricate himself. Again my services were called into action, and after clothing my hands in heavy buckskin gloves and turning the camp into confusion, I managed to catch and free the little fellow from his perilous condition.

The Crows Cause a Panic

THESE were by no means the only ridiculous experiences my chipmunks had. A pair of Clark's crows and a magpie were frequent visitors to the camp. Their sudden appearance momentarily struck terror to the hearts of the citizens of Chipmunkville, who, ever on the alert for hawks, their worst enemy, would sound the alarm and make for the nearest shelter before really ascertaining whether or not their actions were justifiable.

I happened to be looking from the tent door one morning when one of the crows sailed from the edge of the timber into the park. A chipmunk at once gave the alarm signal, and they all tumbled over each other to get to shelter. One fellow, who was rummaging about the extinguished ruins of the campfire, seeing that he could not get into the timber before the supposed enemy was upon him, darted under a partly burned side log. The crow flew directly to the fire site and, naturally,

perched on the crane just above the chipmunk. Then, seeing some scraps of food in the ashes beneath him, he innocently hopped down and struck the ground within six inches of the frightened chipmunk's shelter. With a shriek of terror, stripes darted from hiding and, screaming bloody murder at every jump, he tore across the open space into the hemlocks.

I once threw a

piece of biscuit to a Clark's crow, but before he could get to it a chipmunk snatched it and made off. The crow and a magpie started in pursuit. They lined up on each side of him and darted at him, first from one direction, then from another, but the chipmunk, staggering under the weight of his unwieldy prize, dodged, twisted, and sidestepped until he managed to gain shelter under the top of a fallen tree, where for some time he was safe. Eventually the birds drove him out and harassed him until the crow finally gave up in despair, and the last I saw of the remaining pair, the chipmunk,



still in possession of the biscuit, was circling and recircling a tall spruce, while the magpie, jabbering and scolding as only a magpie can, was hopping from limb to limb in close pursuit.

One day a Say's chipmunk entered the mouth of a small sack that had contained rolled oats. The temptation was too great for me, so, waiting until he had completely disappeared, I clapped my hand over the mouth of the sack. The frightened chipmunk did not attempt to back out, but burst through the bottom of the sack with one jump, and, his body covered with powdered oatmeal, stopped, sat up, and looked back, a most surprised expression on his countenance.

In pleasant weather I ate my meals at the table under the hemlocks by the icehouse, and invariably had as guests anywhere from five to a dozen chipmunks. They were particularly fond of bacon and bacon grease, consequently the frying-pan was a favorite resort. One little fellow, who was unusually confident, insisted on eating from my plate and refused to be driven away. As often as I picked him up by the slack skin of his back and dropped him at arm's length on the table, so often would he seud back under my nose. I finally learned that the only way to keep peace with him was to prepare a meal on one side of the plate especially for him.

Traits of the Two Species

MY MEALS were sometimes rudely interrupted by a pair of chipmunks, who, having entered into an altercation, would suddenly dash over the box pile and land unceremoniously in the center of the table, upsetting the dishes and scattering the food in all directions. Or they would leap from the box pile to a hemlock tree by my side and, after circling and recircling the trunk, spring over to where I sat and use my body for a merry-go-round. Consequently I had to be alert to protect my face from being scratched and my eyesight from being endangered.

It was interesting to study the actions of the two species. The Say's chipmunks were so fat and logy that they were slow and awkward, and the difference in manners between them and the graceful Western chipmunks was very pronounced. Whenever the Say's chipmunks tried to climb the table-legs or attempted to explore my camera by ascending a leg of the tripod, they slid back and finally tumbled to the ground in a most awkward and ridiculous manner.

On the other hand, every move of the Western chipmunks was that of ease and grace. They never missed their footing, could jump twice as far as their cousins, and their sharp toenails permitted them to climb up the slippery tripod legs with ease. Several times I was obliged to shoo them off the camera lest their inquisitive nature should impel them to gnaw daylight into the bellows. The only way that the Say's chipmunks could reach the camera was by jumping to it from a stone, log, or stump on which it had been focused with a view to securing a photograph whenever they got within range.

The Say's chipmunks, too, were more aggressive, but they stood no show against their more active rivals, who outwitted, outdodged, and outran them at every stage of the combat, and then returned to their luncheon as fresh and agile as at the start, while their logy pursuers, out of breath, followed with heaving sides.

The bully of the town was a fat old Say's chipmunk, who never appeared on the scene until half Chipmunkville was astir. With his tail arched over his back, and stepping almost on the tips of his toes, he stalked pompously into

the feeding throng and, after thoroughly airing his importance, proceeded to do up the entire bunch. No one seemed to take him seriously, however; in fact, he was utterly ignored until



he attacked one of them, and then it was only the pursued one that exerted himself just enough to keep out of reach until he gave up and returned to the crowd and began to bully another chipmunk. After exhausting himself in this manner, he was willing to take his place with the others and feed peacefully. I tried hard to get a photograph of him in one of his proud moments, but he never got within range of my camera.

The word glutton is far inadequate to express this chipmunk's propensity for eating and stuffing his cheek-pouches—after filling his mouth by a sidewise movement of his jaws, he would work the flakes into his cheeks until his head was half again its normal size. Not satisfied with the hole that I cut in the top of the oatmeal box, he ripped off pieces of the pasteboard until he had an opening large enough to enter, then stuffed himself. I actually saw him start off to cache his load, when, noticing

another chipmunk jump on the box, he came back and chased it away lest it might take a few mouthfuls of oatmeal before his return.

In comparison with the birds, the chipmunks were late risers, and the sun was always above the horizon before the bulk of them arrived. The heavy dews might have been the cause of this, for I noticed that the chipmunks avoided the wet grass and kept their coats dry by traveling over logs, stumps, and rocks.

While in a general way all chipmunks of the same species looked alike, many of them I became individually acquainted with by the different marks that they had received from nature and from accidents and fights. There was the one with the bobtail, the one with the ragged ear, and the one that had started to shed the hair on one side of its body. They all had certain peculiarities that I discovered, and I soon learned that the branded ones at least had regular thoroughfares over which they

traveled in coming and going to and from the village and their homes. So well established were these byways that the little pedestrians stepped almost in the same footprints each time. There was the log over which they ran and from which they leaped to a succession of boulders, and the stump at the edge of the timber where they always paused to see if the coast was clear before making a dash across the dangerous opening to the tent.

The tramp and scuffle of feet about the icehouse door and beneath the table naturally loosened the dry earth and caused considerable dust to accumulate. Very frequently chipmunks seemed to be suddenly overcome by a "brain-storm." Rushing to the dust-pile they would throw themselves upon their chest and, by pushing with their hind legs, scrape the soles of their front feet on the ground and rub their noses and cheeks in the dust. That stage of the operation finished, they would sit up and rub off the dirt with their hands, but frequently, as

(Concluded on page 30)

The Makers of a New Sailor Breed

The Tractable Small Boat and Its Effect on Yachting

By WINFIELD M. THOMPSON

EMERSON expresses the thought that when man invented the carriage he ceased to walk. The maritime philosopher of to-day uncouthly draws a similar figure of the effect of the power boat on sailing.

"Sailin's done for," says the Jack Bunsby to be found on any American wharf-end. "The gasliners has got it lashed to the mast."

With due regard to the sources of these deductions, we may say of them as the original Bunsby said of his opinion to Captain Cuttle: "The bearings of this observation lays in the application on it."

Undeniably man walks less than in earlier ages, yet walking remains his most essential form of exercise. The gasoline-driven boat has diminished the number of sailing boats, but sailing remains, as it always must, the first sport on the water. In recreation the sailing boat stands in a relation to the power boat similar to that of the horse to the automobile. Machinery can banish neither horse nor sail, nor can it perform any part of their higher functions in sport.

The small yacht, the school of the Corinthian sailor, to-day is a stronger force than ever before in shaping our national character. No sport develops more surely than boat-sailing the qualities that make men and women strong and true.

Something in the sailor's close touch with Nature in her most unstable elements makes him respectful of her power and mystery, simple and direct of mind and kind of heart. Such were our old-time sailors as a class. The breed of them is dying out. Men go no longer in tall ships to the mystic East. The spirit of our old seafarers to-day is found only in our Corinthian sailors.

The passing of our sailing ships, and even of our larger sailing yachts—for they are diminishing yearly before the advance of power—makes the position of the Corinthian sailor, the man who sails a small yacht, more important than ever before.

Yacht-racing in America has never relied more completely on the amateur sailor than to-day. Nine races in ten are now sailed by small yachts, and a condition more and more often imposed is that no professional shall steer a boat in a race. This is as it should be. Were such conditions extended to as important events as the America Cup matches, or the annual races off Newport, there would be helmsmen enough available from among the country's amateurs to represent it with credit.

Cruising as Good as Racing

THE importance of the Corinthian sailor in present-day yachting may be noted from the large number of ocean races, on courses from 100 to 675 miles long (to Bermuda), which are sailed by boats manned and navigated by amateurs.

Still one need not be a racing man to receive from sailing its richest gifts. The contentment of the cruising sailor, or of him who sails from his home moorings of an afternoon to return at nightfall, is often greater than the racer's.

When the breeze blows true, and rigging and sheets are taut, as the water slips rippling along the lee rail into the milky wake behind, the boat owner, feeling the pulse of his yacht on the sensitive tiller, is filled with rare content. Power may have diminished the number of sailing yachts; from him it can never flinch the joy of the sail.

The Corinthian sailor of to-day has broadened with the great advancement made in the wealth of the country and the art of building small yachts. Yachting, as we know it, began in America in the early forties, rowing being then the chief sport in small boats. Racing small yachts dates from the seventies and cruising from a decade later. It is now not uncommon to find two men making a summer cruise of 1,000 miles in a small yacht, or a happy single-hander, afloat six months in the year, covering even a longer distance.

The pleasure the cruiser finds in the open is expressed by Guy de Maupassant in his yachting idyl, "Sur l'Eau."

"It seems to me," he wrote on the first morning of a cruise, "as if I had left weeks ago, months ago, years ago, the talking, busy world; I feel arise within me the intoxication of solitude, the sweet delights of a rest that nothing can disturb, neither the white letter, nor the blue telegram, nor the bell at my door, nor the bark of

my dog. I can not be sent for, invited, carried off, overwhelmed by sweet smiles, or harassed by civilities. I am alone, really alone, really free."

Sailing is an art gradually acquired. Confidence in himself and his boat is the amateur sailor's first requisite. The uninitiated exaggerate the dangers of the sail. The boy is the father of the man in a boat as elsewhere.

The wise parent starts his son as a sailor at an early age, in a small unsinkable boat, knowing he

will grow to certain skill with his years.

The man who has missed an early train-



Hanging over the gunwale in a hard dory race

ing in a boat may acquire skill only by persistent and intelligent application. Much depends, for such a beginner, on his choice of a boat. The green hand may think a dory suited to him. Boys begin sailing very often in dories; yet there is a knack in dory-sailing men work long to acquire. It is strenuous sport. The skipper of a big boat very often would be lost in a dory. A good sailing dory costs \$165, and is the cheapest form of yacht.

Two types suited to the novice are the catboat and the knockabout. The cat, shallow, broad-beamed, and "able," is the best boat for shoal water. No type is more easily managed, as it has but one sheet and one sail. The cost ranges from \$250 to \$1,000.

While the cat is used largely for general sailing, some of the hardest racing on the Atlantic coast is done in catboats. The centers for this branch of the sport are Barnegat, Great South, Narragansett, Buzzards and Massachusetts Bays. The latter has a superior class of catboats engaged in racing. Some of them are twenty years old. When not racing, they are used for cruising or afternoon sailing. They are the ideal poor man's yacht. A handsome catboat of twenty-seven feet length can be bought at ten years old for \$400 or less. The cost of upkeep is small, particularly when the owner does his fitting out. A feature of the present racing season is an inter-bay match for catboats in Barnegat Bay.

The knockabout, a handy little sloop with deep draft and snug rig, is more fashionable, but more expensive than the cat. First cost of a knockabout is about \$2,000. It has more speed than a catboat and less cabin space. Few knockabouts have been built in recent years, the newer small yachts appearing as variants of the type, from fifteen to twenty feet water-line, in one-design classes of from eight to twenty boats all built from one set of plans.

Size No Limit to Enjoyment

FROM the types mentioned the yachtsman may choose from all sizes of craft, according to his purse, until he reaches such a gigantic racing machine as *Reliance*, which cost about \$250,000. Whatever craft he buys or builds, he may rely on this general principle, that enjoyment of sailing bears little or no relation to the size of the boat in which one sails. Often one finds that the

smaller the boat the keener the sport. The racing of large yachts has fallen off to such a degree that, excepting the New York Yacht Club events, there are no races worth mentioning scheduled for them this year. American yachting for 1909, therefore, is in the hands of the Corinthians, and we find it grouped in certain well-defined centers.

On the California coast infrequent harbors restrict the sport, yet San Diego, San Pedro, and San Francisco have some excellent small yachts. Puget Sound, with its picturesque, protected waters, is the promising field of yachting development on the Pacific.

Yachtsmen on the Great Lakes are devoted chiefly to racing small sloops, mainly of twenty-one-foot water-line, as at Chicago; eighteen-footers, as at Cleveland, and other small classes, as at Detroit. On the Gulf the yachting center, New Orleans, has mixed types. At Hampton Roads there is some racing, and as one comes up the coast he finds increasing activity in the New Jersey bays and on the south side of Long Island until the Sound is reached. Here the racing of small boats thrives. Narragansett Bay and Buzzards Bay are also centers for racing; but one does not find the sport at perihelion until he reaches Marblehead. This, the most active center for small-yacht sailing in the world, is an ancient, salt and weather-beaten town overlooking a deep and sheltered harbor, and over a rocky neck the open bay, into which heave the free surges of the Atlantic. Here the building and sailing of boats are developed as horse-breeding and horse-racing are in Kentucky. Everybody knows all about yachting. The boy here sails a boat as a duckling swims. The summer resident here gives his son a boat and lets him follow his own devices, knowing he will soon develop into a yachtsman. Here one may see girls also, bareheaded, the wind blowing their locks about their wholesome faces, sailing their boats like veterans, the potential mothers of yachtsmen, building for the future. The same thing is to be observed at Buzzards Bay, where the young women of the summer colony are active in racing, and also at various points on Long Island.

If one drops in at a certain Marblehead clubhouse some afternoon when the midsummer series of races is on, he will find about 100 boats entered for the race, with about 400 clean, clear-eyed, and hearty people in their crews. One notices that many of the smaller boats are manned by boys, and some by girls. It appears that the club encourages entries from juvenile sailors in what the rank and file delight to term "Billy Carleton's kindergarten."

The Sonder-Boat Matches With Germany

A SONDER-CLASS boat, of which the visitor to Marblehead will doubtless have heard, is a small, fast, and compact sloop, less than 35 feet long on top, restricted to 500 feet of sail, and built to a formula that refines every element making for speed and delicacy of adjustment. Each ounce of weight is considered in the fittings of a sonder boat, which compares with other yachts as a Derby winner compares with common horseflesh.

The sonder-class boat was introduced in America in 1906, when an international match was arranged with Germany, and American yachtsmen, in a liberal sporting spirit, agreed to build three boats to the German sonder, or special class, rule, to meet three boats to be sent by Germany. America built fifteen boats, selected three, and won the match. In 1907 three American boats were defeated off Kiel. This year, in early September, another match will be sailed, off Marblehead.

These matches, now the chief international yachting events between America and a European country, originated with a Corinthian yachtsman of Marblehead, who in private life is a manufacturing chemist. His name is plain Henry Howard. When he began to work up his idea, he had to proceed cautiously, through ambassadors and court advisers, for it was the Emperor with whom ultimately he had to deal.

The Emperor, having sanctioned the matches, now considers them an adjunct to statecraft in cultivating better relations with the United States. Germany sends her best yachtsmen to sail off Marblehead. They are men of high standing and intellectual occupations, for sailing a sonder boat is a thinking man's job. The German Corinthian steps aboard his boat at Marblehead, knowing that he must rely on his own efforts, sink or swim.

Meeting him are the best small-yacht sailors America produces. They may be sons of a line of sailors, but they have left the study, the bank, or the business office to play the game. The best helmsman among them is treasurer of the Corporation of Harvard University.

The Greatest Horse Show Ever Held

An Exhibition Which Cost Two Hundred and Fifty Thousand Dollars and Distributed Sixty Thousand Dollars to Winners Among Twenty-Five Hundred Entries

By PRICE COLLIER



The United States carried off more honors in the appointment classes than all other nations combined, and Judge Moore of New York was especially prominent in the winning. This is one of his numerous entries, the blue ribbon brougham turnout

NO COUNTRY ought to be more interested in a well-conducted and judiciously managed horse show than America. There are close on to twenty million horses in America, and the Department of Agriculture puts their value at something over \$1,050,000,000. Iowa, Illinois, and Texas alone have more horses between them than any foreign country; and each of these States has more horses than Great Britain.

The greatest horse show the world has ever seen was held last month in the great glass-covered arena known as Olympia in London. This is not only not exaggeration, it is not sufficient praise. This particular show dates only to 1907. In that year there were 1,842 entries, \$37,370 in prize money, 124 classes, and an expenditure of \$90,000. In 1908 there were 2,334 entries, \$40,000 in prize money, 149 classes, and an expenditure of \$114,000. This year, 1909, there were over 2,500 entries, \$60,000 in prize money, and an expenditure of some \$250,000, with over fifteen hundred different horses shown in the different classes.

There were horses from France, Belgium, Italy, Canada, Denmark, the Argentine Republic, Germany, Russia, Holland, Persia, Sweden, Spain, Austria, and, as it should be, the largest and best exhibit of any foreign country, from America.

To mention the names of Alfred G. Vanderbilt, Judge Moore, E. T. Stotesbury, the Messrs. Winans, C. W. Watson, E. H. Wetherbee, R. P. McGrann, Julian Morris, Ogden Armour, Paul Sorg, T. Hitchcock, and others is enough to indicate how well American interests were cared for. The writer apologizes for citing his own experience of horse shows, but having seen horse shows in New York, Baltimore, Paris, Brussels, Dublin, Pau, Mexico, and Madrid, and served as secretary for several years of one of the best managed and charming of horse shows, viz., that of Tuxedo, he claims the right of experience to make comparisons.

The glass-covered arena is perfectly shaded, so that no one is bothered either by too much or too little light; there are seats for eleven thousand people, and every seat a comfortable one with a good view of the horses; the classes are brought to the collecting ring and then ushered into the judging ring without hitch or delay; the instructions to exhibitors, grooms, and stable men are clearly and concisely put and printed in bold type on large posters throughout the stables and posted up fresh for each day; in the jumping competitions the judge at each jump has a messenger boy at his side, who runs with his marked paper to a collector, who, after each horse's performance, deposits the various papers with the secretary. As an illustration of the promptness which characterizes the show, the decision after the jumping for the King's Cup, in which no less than eighteen competitors took part, was given out to the audience within five minutes of the time the last horse left the ring. The box provided for the representatives of the press is well placed, and everything is done for their comfort and convenience. After each class has been judged, a messenger sent from the secretary's office reads aloud in front of this box the decision of the judges; this as a special precaution and compliment, I suppose, since the winning numbers are promptly displayed in huge figures at the end of the hall after each class leaves the ring. The number of each horse in the jumping competition is flashed out by electricity on two sides of the ring and kept there while the animal is in the ring.

Display—Without Vulgarities

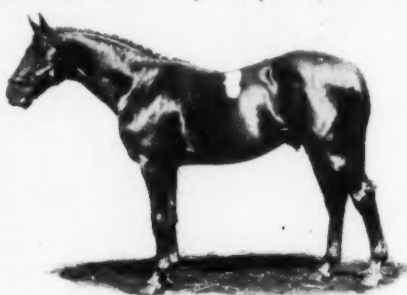
THE arena was overhung with huge baskets of flowers, and all around the ring were growing flowers. The whole of the interior was covered with a trellis in which were entwined wreaths of real blossoms of wisteria and clematis, while fronting the balcony were hundreds of giant palms. The arena itself was planted with roses

of all kinds and colors, rhododendrons, hydrangeas, camellias, geraniums, orchids, and foliage plants and shrubs in profusion. The open spaces were filled in with green turf, and the various passages carpeted with green carpet. On the day when the King and Queen were present the view looking from the stable entrance, with flowers, uniforms, and beautiful gowns, was one not to be forgotten. For freshness and subdued brightness, and as a color-scheme, I, for one, have never seen it equalled. It was like looking at a huge garden party through an opera glass. Above all, there was no dust and no smarting of the eyes or dryness in the throat after a few hours spent there.

That broad aisle of vulgarity, the promenade at the Madison Square Garden Horse Show, had no counterpart at Olympia, and I hear on the best of authority that it is to be done away with in future at home. Every American who respects his countrywomen will rejoice. At Olympia there was a broad, well-carpeted promenade clear around the ring on the outside of the seats, and this year it was lined on both sides with miniature shops advertising the wares of the principal dealers in everything connected with horses and horsemanship, from a stirrup and topboot to a scarf-pin. The stables at the end of the ring were, some of them, like drawing-rooms—flowers, thick carpets, silk-plush curtains, oil paintings, and so on; perhaps, if one were inclined to be finical, some of them might be criticized as a little overdone.

England's National Interest

THIS year the show was also a complete success from the point of view of public interest. It is no easy matter to focus the attention of London. There are so many interests, so many amusements, particularly in early June, which is known as the London season, that only a super-attraction can hope to appeal effectively.



In England \$78,000,000 is said to be invested in hounds, hunters, and all that goes to make up the sport of fox chasing; hence, England breeds the finest hunters in the world. This is Sahib, the blue-ribbon hunting sire of the International Exhibition at Olympia

difficulty it may bring upon us." Having posed the problem, he sets to work to solve it, and the horse show profited largely by his influence and interest. The public made an overwhelming success of the show this year because they see at last, as all sensible men see, that the horse is not merely a plaything, but a dire necessity. He does much for good roads, and, therefore, for commerce, in time of peace, and he is the most practicable and absolutely necessary conveyance in time of war.

The first year of the show there were practically no entries of officers from the British army. This year they numbered over a hundred, and the jumping competition of teams of three officers for the King Edward

VII Gold Cup, valued at \$2,500, was the chief event of the week. Argentina, Belgium, Canada, England, France, and Italy entered. The cup was handsomely won by the French officers. The King's brother, the Duke of Connaught, gave a gold cup for British officers only, and the directors of the International Horse Show gave the Territorial Challenge Cup for jumping by a team of three members of any territorial unit. It may be seen from this that nothing was spared to aid, to interest, and to improve the horses used for army purposes. By far the largest number of entries were received for these and the other jumping competitions. The jumps were eight in number and quite different from those usually seen, consisting of a row of dummy soldiers—which, by the way, no single horse cleared—a row of railway sleepers placed on end, a wattle fence, two cannons placed muzzle to muzzle, a set of triple bars, a railway embankment with a fence on each side, level crossing gates, a "pianoforte" or rampart jump with a stone wall at its extremity. The amount offered in prizes for the jumping competitions alone was \$25,000 out of the total offered in prizes of \$60,000. The British officers have a lot to learn at this game, and though they were defeated, there was ample evidence that they are improving. But the gist of all this is that the International Horse Show at Olympia is being made to serve the needs of the British army. As a mere display of drawing-room horses, or self-advertising dames and plutocrats, it never would have achieved the success to which it has attained this year. The attention of London has been focused upon the show because it is doing something for England, and that, he it said, is the only way in which either king, man, or horse, or horse show gains a permanent place in London. That is the backbone of the show.

There are, however, two other aspects of the show to be considered, even when the underlying reason for its success has been named. The fashionables and the crowd both attended the show this year. To the man in the street and the woman who accompanies him, neither of whom knows when you should have leather or steel for your pole-chains, and neither of whom knows the difference between hame-straps and kicking-straps, the chief attractions were the jumping, the exhibits of ponies, and the hitherto unparalleled dexterity of the man who drove the six huge Clydesdales for a beef company. These horses weigh over a ton apiece, and were handled by their driver in the ring as though they were well-mannered, well-trained ponies. America has scored heavily with these as far as entertaining the audiences goes.

Comparing the Horses of the World

THO THAT part of the audience which attends the show through interest and intimate acquaintance with the horse, the main pleasure has been the opportunity to make comparisons of the horses shown from so many different parts of the world. If the Messrs. Winans are to be included as being American exhibitors, which is not quite fair since these gentlemen live and breathe and have their being both human and equine entirely in England, then America with Watson, Moore, Stotesbury, Vanderbilt, and McGrann, plus Winans, stands easily first in the classes for harness horses and hacks.

One of the most sporting events of the horse show was the so-called Marathon race, from Hampton Court to the show ring at Olympia. There were twenty-one entries, and this blue ribbon of blue ribbons, at least from the standpoint of coachmen, was won by Mr. Vanderbilt with his now famous team of grays. They did the little under eleven miles in forty-four minutes, and, though starting sixth, came in first looking fit enough to do another journey if necessary. This class was judged not for speed, the requirement being that they must cover the distance within an hour and fifteen minutes, but forty per cent for horses, thirty per cent for



The Winning English Farm Team

England is famed for its draught-horses, and the farmers take great pride in their outfits, even in the horse show sticking to the traditional frock coat and quaint stove-pipe hat of the British countryman



Mr. Alfred G. Vanderbilt's stalls, which were among the handsomest at Olympia, were hung with silk curtains and furnished like a choice cabinet



The Committee spent \$250,000 on the Horse Show, and a big share went into beautifying the Arena. Stall decoration was done by individual exhibitors



The Winans horses were housed in a double aisle extending over one hundred feet, which was most elaborately decorated in silk banners and bunting. Mr. Winans is an American who lives in England

condition of horses on arrival, twenty per cent for coach and appointments of a road coach, and ten per cent for harness. The road from Hampton Court to the show ring was lined dozens deep by an enthusiastic crowd of spectators, and perhaps no other feature of the whole program excited so much general interest. The writer, who has driven the Hampton Court road coach one season, and, therefore, knows something of the journey, enjoyed the coach ride of his life on the winning coach. The second prize in this class went to a team of hackney-bred horses from South America; so, whatever may have been the disappointment of English coaching men, they were given a useful illustration of how well horses bred across the water are doing to keep up the reputation of their English ancestry. That this prize should have been won by an American driving foreign-bred horses, and that the Americans, Watson, Winans, and Moore, also should have made between them practically a clean sweep of all the appointment classes, proves what many visitors to England during the last few years have remarked upon, viz., that the standard of the turnouts in London has deteriorated very noticeably.

In the classes for saddle horses the Winans were again to the fore, thanks to the master hand of Gooch, well known to us in New York as a judge in that class. In the classes for hunters the English won, but in the jumping competitions the French, Italians, and Belgians were to the front.

The Riders of Europe

IT IS greatly to the credit of the English officers, however, that they did as well as they did, for, with nothing like the experience at this particular game of the other officers they were third: France winning the King's Cup with twenty and a half faults, Italy being second with twenty-three, and England third with thirty and a half—by no means a bad showing.

In the breeding classes the English exhibitors divided all the honors among themselves, and, from an American point of view, it was disappointing that the Americans

had practically no entries in these and in the jumping classes; or, barring the Messrs. Winans, none in the saddle classes. It would have been very instructive had we been represented in the classes for hacks as well as we were represented in the harness classes. For, from a purely equine point of view, the classes that stand out in my memory as having been superlatively good were those for hacks and four-in-hands. I have never seen so many good ones together in one ring. In the trotting classes and roadsters the Americans, Stotesbury and Winans, again had it all out between them.

It may be gathered readily enough that the show was indeed international. Without the American trotters and roadsters, without the American entries in the appointment classes, without the American four-in-hands, both park and road, without the French and Italian

jumpers, one is bound to say that the show would have been rather a provincial affair. It was a good cure for our Anglo-Saxon parochialism to see those Frenchmen, Italians, Belgians, and Argentines ride. It was an eye-opener to see the Italian, Baron Gino de Mörpurgo, not only ride well, but take the cushion on Watson's coach and win the blue ribbon, handling his team as well as anybody who drove throughout the ten days. He taught us all that there are others, and we Americans and English need the lesson badly in the realm of sport. To sum up very briefly the aspects of the show most interesting to the American who was not present, I call attention first to the orderliness, completeness, comfort, and smoothness of everything to do with the running of the show. If Lord Lonsdale, the president, was responsible, the sooner the English Government gives him a hard job of organization, the quicker they will become possessed of a very valuable public servant. In the appointment classes all other competitors were simply smothered by the Americans. In the distinctly English game of coaching, either in the park or on the road, the Americans carried off everything. In the classes for horses under saddle—hunters, jumpers, hacks, or horses suited to the breeding of the same, including officers' chargers—the English exhibitors had the best of it, with France, Belgium, and the Argentine doing surprisingly well. The high jump was won by a Frenchman on Jubilee, doing seven feet four. As for the riding, in the hack classes it was Gooch first, the rest nowhere.

An Influence for Peace

THE show has done much for the horse and the road, and not a little to abate a certain condescension toward foreigners, from which we all suffer, whether we be English, American, French, or of other nationalities, and hence something for international amity and peace. It is no bad test of a man to put him on a horse, or behind a horse or horses, and we have all learned a little more respect for one another from seeing one another thus tested.

The Good Problem of Weeds

Tactics for a Campaign Against the Invaders of the Garden and the Grain-field

By L. H. BAILEY

THE city man who contemplates farming always dreads the weeds. The new farmer complains of them. The poor farmer is possessed by them. The home gardener pleads for relief from them. Even the best of farmers find them troublesome and sometimes almost unconquerable. The weeds are a persistent population.

It is interesting to me, however, that my correspondence contains fewer questions about weeds than it did twenty years ago. I think this indicates that the people are caring less about symptoms and perhaps more for the fundamentals or for the rational modes of good land practise. Years ago there were books that aimed at instructing the farmer to identify weeds; but names are of small consequence to any one who means to get at the bottom of things. Of course, any good farmer ought to know the names of the prevailing weeds, but this knowledge is only a means to an end, and is easily acquired; it comes naturally with a general understanding of the subject. The farther a man goes with his farming, the less he thinks about weeds; he either overcomes or he accepts them as one of the necessary evils as he accepts taxes and house-flies.

I suppose that we may recognize a philosophy of weeds as of anything else. Some plants we want and some of them we do not want. Those that we do not want are weeds; if they intrude themselves unpleasantly, they are bad weeds; and there are degrees of noxiousness, depending on the persistence with which the plant forces itself into the company of the plants that receive our care and protection.

Plants that are weeds in one place may not be weeds in another. June-grass is a weed in corn-fields, but it is not a weed in well-regulated lawns. In fact, half the corn plants are themselves weeds in a corn-field that contains twice too many stalks of corn.

There are some plants, however, that are weeds by profession—if the psychologists will allow me the expression. They are adapted to growing with other plants, as cockle and chess in wheat, dandelions in lawns, daisy and buttercup in meadows. These plants have a life-cycle similar to that of the grain or the grass, and their seeds are often so similar to the grain

or the grass seed that they are not easily separated. Pigweeds are well at home in rich gardens, wide-leaved plantains and knotweed along hard yards, and docks in all good neglected places. These are all enterprising plants, that know how to find an opening and that take advantage of their opportunities. Of course they crowd and overrun the less hardy, less vigorous, or less exhausted plants that we introduce from other climates. They are the vandals that come down from the wild and unnamed places, and that are hardened and adapted by long conflict with all other plants and with man. They are an admirable and hearty lot.

The Conquerors of All Lands

ALL soils and all conditions are conquered by these hardy invaders. Pussley thrives on sand that burns the boy's bare feet. Narrow-leaved plantain delights in soil so poor that it will not raise good grass. Chickweed makes a carpet on cool rich lands in fall and winter and spring. Bindweed climbs up the stems of corn and of bushes. Burly old burdock occupies all the room they can find. Mayweed and ragweed appropriate whole roadsides. It makes no difference what a man grows or where he grows it—everywhere these silent tramps discover him and make him prove himself or quit.

I have said this much to show that weeds are a part of the natural order of things. They are some of the greatly successful plants with which the earth is covered. Therefore, there is no remedy for weeds, any more than there is a remedy for English sparrows or crows or bumble-bees. The man who grows one kind of plant must expect to have his rights contested by as many other kinds of plants as chance to find him out. If he is really intent on growing his plants, he must accept the contest and fight it out. He ought to feel humiliated if he is worsted.

Of course I can not tell any man how to fight it out; that is his problem. But I think that I can give him some suggestions that will enable him to go at the work intelligently.

The first thing to do is to start off with a clean record. The crop that one is growing should not be handicapped by contestants that are already in the field and in the lead. The field or garden should be thoroughly clean at the outset. If it was well tilled and handled last year, and the fences and waste places kept in order, the chances will, of course, be all the better for a clean field this year. If the ground is thoroughly well prepared, the grass, docks, tree seedlings, and other weeds will be destroyed in advance, and the crop will make a rapid growth and will get ahead of the invaders.

In the next place, one must be careful not to sow weeds. This danger is not great except with grass seeds and the grains, although one may infest his fields with weeds that are carried in rubbishy manure. The modern seed-cleaning machinery removes the cockle and rye and chess from grain, and no end of impurities from grass seed. I have given many weary days to pulling cockle from wheat-fields, expanding energy that in this day could have been devoted to more productive and less painful ends.

In the third place, the ground must be completely covered with a good strong crop, or else the farmer must pull out, plow out, or hoe out the weeds in the unoccupied places. The greater part of a corn-field is unoccupied early in the season; therefore, the land must be tilled to keep the weeds down. It ought to be tilled any way, whether there are weeds or not; but the weeds will force the issue if the farmer neglects his business and his opportunity.

In a meadow or pasture or lawn the problem is first to secure a good sod. There is no use in continually pulling weeds from a lawn if grass is not put in the holes. Well prepared rich soil, clean seeds, a heavy "catch" of grass that is adapted to the soil and place—these are the requisites for a good start at lawn-making. Where the lawn is thin, sow more grass, and keep sowing it until the "stand" is good and strong; and use enough fertilizer and water to keep the sod "in good heart." What I mean to say is, that the emphasis should be placed on securing more grass rather than on having fewer weeds. Even then one may have dandelions; but there are some persons who do not object to

dandelions (in reasonable number) and white clover and other flowers on the lawn; it is largely a question of the point of view. If one objects to the down of the ripe dandelion heads, the heads may be cut with a scythe or sickle, and if the near neighbors do the same the crop will be much lessened; but, in the main, the remedy for dandelions is not different from that for other plants that are not desired in the lawn—to take them out and, at the same time, to aid the grass to grow. I do not expect that one will ever completely outwit the dandelion. My neighbor digs dandelions religiously morning and night; but yesterday he discovered one comfortably in blossom in the crotch of a tree over his head. The best satisfaction comes from the fact that there are many worse things in the world than dandelions.

The daisy-cursed or carrot-covered meadows are bad meadows even without the daisies or wild carrots in them. Perhaps they would be worse off without the daisies, for it is better to grow something than nothing. When daisies and wild carrot begin to invade the meadow it is time to top-dress and reseed the meadow, or else to

plow it up and begin again. Meadows are likely to be the weediest of all cropped lands, and for the very good reason that they are likely to be the most neglected lands. Preponderance of weeds means either neglect or a poor farm scheme.

Crop Rotation the Best Preventative

AN OLD practise of cleaning foul fields was by means of summer-fallowing. A crop was sacrificed to enable the farmer to devote himself solely to the business of putting the field in order by means of much plowing and harrowing. It was merely a way of preparing the land. With our better tools and our better systems of crop-rotation and more rational ways of handling land, the summer-fallow is now rarely necessary for the cleaning of a field, although it may be allowable for other purposes.

A proper course of farming eliminates the weeds, because it keeps the land continually occupied with a thrifty and well-adapted crop. A clean farm is usually a well-farmed farm, the same as an orderly factory is

one that is well systematized and managed. Now and then there is an invasion of some particularly aggressive weed, and this must be met by special methods. Wild mustard may be quite independent of land management, but it may be despatched by a copper sulphate spray. Unfortunately, not all special pests can be dealt with so neatly. When the special weed difficulty comes, the man must study the situation carefully with a view to understanding it, and he would better seek expert advice. He may need to adopt a new cropping scheme as the best means of overcoming the trouble. A serious weed invasion raises a question whether the place does not need a radical change of system.

In home gardens these farm practises do not apply with so much force, and yet the same principles must be kept in mind. It is there largely a question of getting the weed between the finger and the thumb. I doubt whether garden plants would be worth very much if they were not earned; and some of the poor and puny and pampered exotics that we grow are not half so satisfying to a full-blooded person as a thoroughly successful pigweed.



The delight of bass fishing lies largely in its being open to the whole joyful family

The Black Prince of Game Fish

The Combative Bass Bites One Day and Refuses the Next

By CLARENCE DEMING

THE small-mouthed black bass, hardly to be distinguished, save by his intensive game quality, from his large-mouthed brother, is the sphinx of the goodly company of game fish of fresh waters. Mystery is his keynote of life and living, the prime factor that runs through his nature and his habit. He has been written about by the volume, studied by keen and observant anglers through season after season in various waters, theory after theory has been tried out on him in vain. It is said to have been old Dr. Samuel Johnson who, visiting Rome, declared at the end of his first week he knew much about the Holy City, at the end of a fortnight deemed he knew it all, at the end of six weeks confessed that he knew nothing. So with the black bass. The more we study him the less we positively know.

His Bewildering Habits

WHY the black bass bites on one day and refuses every bait the next; why he takes helgramites, and only helgramites, on Monday, grasshoppers on Tuesday, and frogs on Wednesday; why he bites only on dark days for a fortnight and then shifts his biting humor to days bright and breezy; why you find him to-day on sandy bottom, to-morrow on mud, and the day after on the rocks, are baffling traits of the bass that relate merely to his sporting relations with the angler. But there are other mysteries that puzzle the naturalist and bear on the organic life of the fish.

Up in Maine are two bass rivers not far apart. In one the fish run often to four, even to five, pounds; in the other rarely above a pound and a half. In one of the largest lakes of New Hampshire the writer's score for a whole season once ran up to three hundred and ninety-eight fish. Food was evidently abundant, for the bass were "chunky" and the viscera thick with fatty tissues. Yet the post-mortem showed in the stomach only glutinous, unrecognizable white matter; and the largest bass of the whole season drew the scales at but a pound and three-quarters. What did those bass live on and why didn't they grow bigger? Again, in the uplands of Connecticut are two large lakes some eight miles apart. In the one bass are often caught in winter ice fishing; in the other lake almost never in winter, though in its open summer waters bass fishing is the better. Remembering that the bass are supposed to hibernate, and in fairly deep waters, would not that fact argue in the late season darker outward hues and deeper bronzes? Yet the head of a large bass hatchery has observed a silvery change of the bass at the approach of winter when his habit and habitat would imply the exact reverse. Such are a few of the anatomical enigmas of the black bass that make him and his paradoxes an interesting study for that open-minded angler who blends the naturalist with the sportsman.

Rules for the Angler

OUT of almost half a century of experiences with the Black Prince of fresh-water fish come a few basic rules for the angler; but they are rules of the broadest generalization, fitting the season rather than the single day, for which no rule can be framed to fit the caprices of the strange but winsome fish. Look sharply to tackle, testing, to the farthest point of safety, line, leader, and the winding of the hook.

Bait, fresh bait, every kind of bait, and plenty of each kind of bait, means a hard contract for the

bass fisher to fill, but of high import—for every old bass fisher knows what a genius the whimsical fish has for striking the angler's "short suit" of bait and quickly running it out. Use ever the double gut leader of the best quality, tipped by the No. 2 Sproat hook, which is the hook *facile princeps* for the average bass—small enough to be swallowed readily, strong enough to hold. Play the bass steadily on taut line and tense rod held pretty high, rejecting the old "fake" theory of dropping the rod to the leap—for the direct pressure of the hook, often loosened by the strain, should never be relaxed; and net the fish as deep as possible in the water at the end of the struggle—a precaution that saves many a good bass, otherwise lost by the last "flop." If fishing on the edge of weeds, approach the anchorage from the weedy side. Of the manifold frog and toad species used as bait, the small common frog is best—with the hook passed through both jaws. Of the varied race of minnows, the thin, bright "pond" shiner takes first place. Use the light sinker of twisted sheet lead, except when heavier is needed to sink the frog in bottom fishing. In flies, the brighter reds and whites are well ahead of the

sober drabs and browns, except on very bright days in the smoothest waters. Final in order but first in value, make a careful study of places. Even with the mystic and capricious bass, whose moods and tempers for the day are past finding out, it is knowledge of places which always spells angling "luck" in the long run.

Peculiarities of the Sport

AS THERE are types of bass, so there are types of the bass angler. There is the exclusive fly fisher, who scorns the bait fisher and stigmatizes him as unesthetic. There is the single-rod bait fisher, who, in turn, scorns the other bait fisher who "spiders" his boat with half a dozen rods and, maybe, a hand line or two besides. But bass fishing, save in rare localities, is not as other fishing. Long are the waits—and days sometimes—'twixt bites. In regions of thicker population it is often a kind of abstract and ghostly fishing compared with the concrete sport of the remoter waters of Maine and Canada.

On the large, swift rivers of the type of upper Delaware, Susquehanna, and the Housatonic—trout brooks magnified a hundred diameters—the hunt for the bass, the warrior of fresh-water game fish, reaches the acme of the sport. Twice as strong and enduring and well-nigh as agile as the trout of the same size, the bass of

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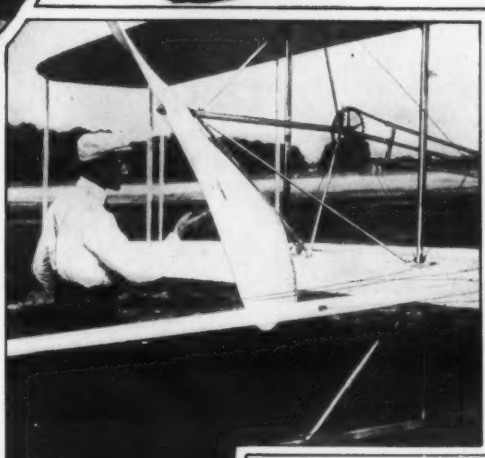
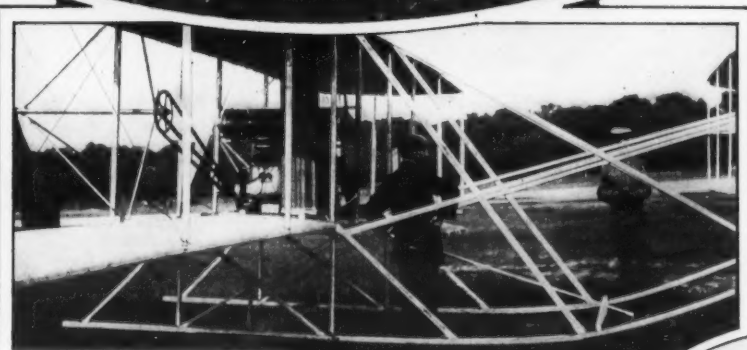
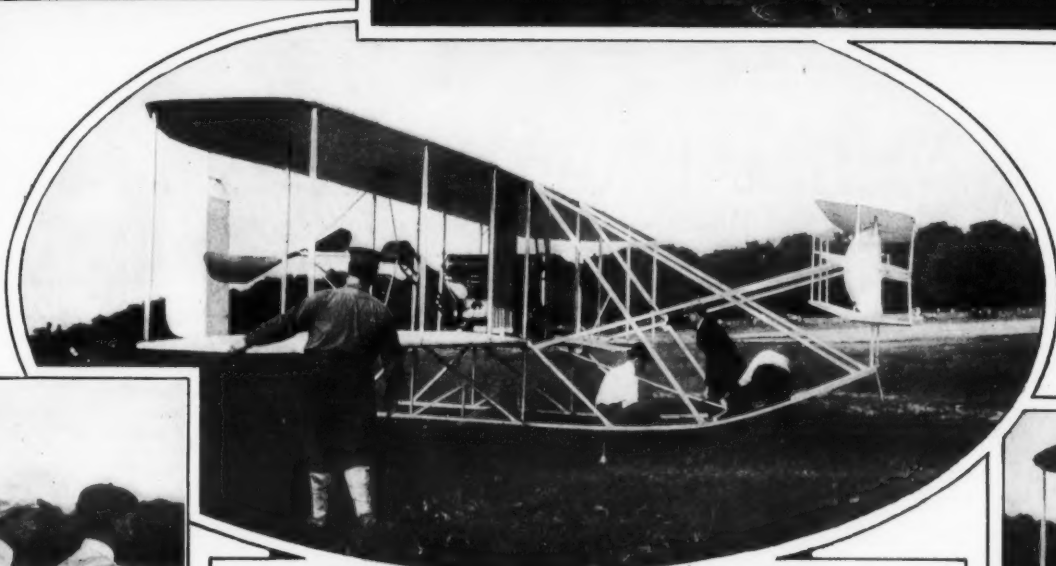
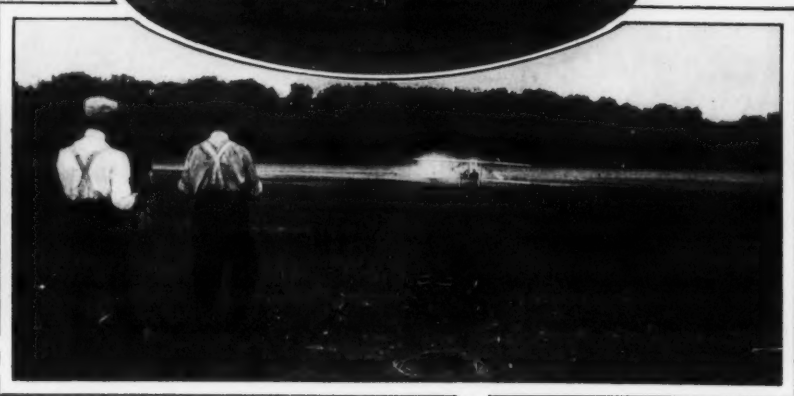
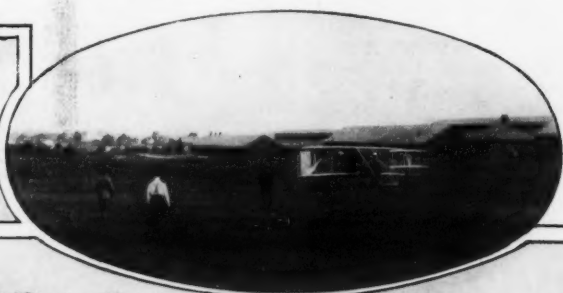
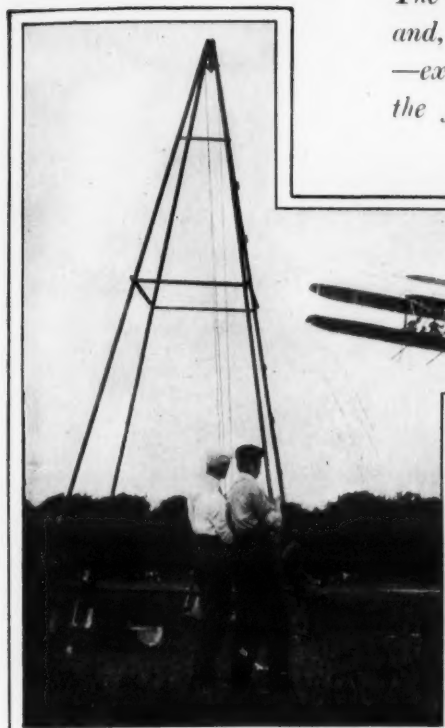
Fighting for His Life

Playing a four-pound bass—a very unusual photograph taken in the Algonquin National Park of Ontario, showing the sharp struggle that this gamest of game fish makes when hooked

The Wrights at Fort Myer

The taciturn Brothers experiment with their New Aeroplane, and, so far, Have Managed fairly well to Escape Interviews—except when the Vice-President and a Few Senators rushed the field and got them Cornered on the First Day's Trial

Photographs by JAMES H. HARE





The 29th Commencement of Yale University was made notable this year by the presence of the President, a graduate of the class of '78: The pictures show the and President Hadley of the University. In another section of the column Senator Depew (who has neglected to put on his cap and gown) may be seen walking



The Kaiser and the Czar on the occasion of their meeting at Bjorko, Finland, June 17-18

What the World Is Doing:

Round the World and Back Again

ONE more English seer has emerged with trembling and with prophecy. It is Lord Charley Beresford, this time, who glows with a message. "Germany is able to build ten ships to Britain's one," he cries. "But I've done my best." Says the "Evening Standard": "A whole empire has grown and prospered under the muzzles of the guns of the British fleet." This is the peace-provocative week when England permits the nations to smell of the muzzles of those guns. Her warships lie at anchor, hard by London town. Pausing only long enough to let prosperous but tangled German finance right itself, Von Bülow, Chancellor of the German Empire, will retire from office before the year is up. Across two continents and the Atlantic Ocean, from Los Angeles to Cracow, Poland, they have borne the body of Modjeska, one of the loveliest of tragic actresses. With Poland's kings she lies in The Wawel. Of her, alone of modern women, the words for Elaine could be spoken:

*"Buried not as one unknown,
Nor meanly; but with gorgeous obscurities,
And mass, and rolling music, like a queen.
And then the knights had laid her comely head
Low in the dust of half-forgotten kings."*

Our country has been gladdened by one little sentence which casually spilled over from the rambling, jolly

Yale speech of Mr. Taft. Said he: "If the Republican Party does not live up to what the people expect of it, it may be relegated to 'her majesty's opposition.'"

The shouting and the tumult dies from the college campus. The scholars scatter and merge with the Philistines. The degrees have fluttered out over all conditions of person, from the man Grenfell, who sheds light and healing on the Labrador, to Charles William Eliot, M.D., LL.D., President Emeritus of Harvard.

Harvard crowns a brilliant year by sweeping Yale off the Thames River, winning in three sorts of boat-race.

No surer proof exists that prosperity has returned to the market-place than the summer prevalence of strikes. The street-car operatives have won in Pittsburg after a short fight. Such a strike would have been a midsummer madness in 1908. In 1909 it becomes an easy success in Georgia, Philadelphia, and Pittsburg. Starving men in overcrowded jobs, with a margin of unemployed yammering at the gates, do not strike for misfit schedules.

The imperturbable Wright Brothers tread the blazing acres of Fort Myer as undisturbed as Shadrach, Meshack and Abednego in the burning, fiery furnace. Sweltering statesmen cursed the earth-bound creatures who tinkered but did not fly. But the young men will only climb the sky on their own schedule. Aldrich and Cannon were helpless, though hot. Three nights later, under a full moon, Orville lifted the half-ton machine up after him into space, and steered through the trackless void with the accuracy of a yachtsman at the tiller of a catboat.

In New York a sound of wailing is heard from the purlieus of Chatham Square, where Captain Galvin is pounding the hell holes which have robbed sailors and tickled tourists for a generation.

By hammock, tent, and cabin you can see the big brown men and women mirthfully roughing it. With harder beds but better air, with plain food but good appetite, these sons and daughters of joy are chattering in the forests, splashing in the mountain lakes, tossing in a two-reef breeze, punishing the tireless tennis ball.

Then from the heaven-born we turn for a moment, and think of the children in the mean streets of hot cities. And we hope against hope that for each of them this summer there may be a day of mercy—some little glad space offshore or in the hidden green places of the country.

The Honest Bingham

A STRONGLY built man, stentorian in manner, with a picturesque use of swear words, General Bingham has won the respect and dislike of his men on the police force of New York. They resent any outsider in Mulberry Street, and particularly so active a man who blurts out his exact meaning and Headquarters secrets in moments of irascibility.

He has been Police Commissioner for three and a half years. Under his strong, rough hand, the disorderly houses, which flourished so prosperously three years ago, imprisoning helpless immigrant women, have gone out of business. There were one hundred then, running at full speed, between Twenty-third and Sixty-sixth Street and



The Ithaca Crews Make a Clean Sweep at Poughkeepsie

Cornell won three races in one day on July 2, taking the Varsity Eight, the Varsity Four, and the Freshman Eight. The time of the Varsity Eight was 19 minutes and 2 seconds



procession, led by the Grand Marshal, Professor John C. Schwab, with his white rod, supported by the Bearer of the Mace; they are followed by President Taft with Professor W. G. Sumner, preceded by the Rev. Joseph H. Twitchell and Rear-Admiral Sperry, upon whom had just been conferred the degree of LL.D.

A Record of Current Events

Sixth and Ninth Avenues. There are scarcely twenty now, and they are only operating for old-time patrons. The stranger inside the city walls will not find the easy welcome for his licentiousness which 1906 and 1907 would have given him. Business is largely going to the hotels, "Raines Law" and other varieties.

The profession of ruining, selling, and renting out girls has been reduced. That organization known as the New York Independent Benevolent Association has had its wings clipped. The gentlemen who run this association have been checked from their vile trade by the strict régime of Bingham. For two years they have had to turn to honest or semi-honest professions in place of squeezing blood money out of little foreign girls, raped by their agents, and locked up in their chain of disorderly houses in the Old and New Tenderloin. They have almost forgotten the dark tragedies hidden just a fathom underground in their burial lot in Washington Cemetery—the poor murdered women, the infants "one span long."

Go anywhere in New York where vice is sold for money and you will hear Bingham cursed.

Of course much has been left undone, and the peremptory army officer has made many wide-open mistakes. He talked too much and too unwisely. He told things that most strong men leave unsaid—he talked out in meeting about the tempestuous difficulties, the hidden influence. Nobody has ever yet made what you would call a "good" Police Commissioner. There are too many loops in the job. Besides that, New York is too imperfect a place for all its vice to be trapped. It is just a situation for enlightened opportunism.

But he wasn't punished for failing of perfection. He was punished because the time had come for a wide-open town. The cadets, pimps, and owners of saloon girls are growing irritable with the long wait. Manhattan, stuffed with fat, succulent things, has been too long and too rigorously patrolled. Election time is drawing near.

Roasting the Wrights

CONGRESS journeyed from the steaming Capitol to the Fort Myer drill ground to see the Wrights in the act. The statesmen stood on one foot for a spell and then on t'other, and wilted under the rays of a rare day in June. There is no hiding-place down there. No one flew. Everybody was irritable but the Wrights. It was good to see the large calm which they distributed over a troubled landscape. That was June 28.

On Tuesday and Wednesday the motor was feeble, so Orville went up and came down again. The motor has always been the weak member of the machine.

It was a fine jaunt which Orville made by moonlight on July 1. He took three flights that evening, circling the field twenty-four times in twenty-two minutes, at an average height of thirty-five feet from the ground and an estimated speed of forty-eight miles an hour. The next night he fouled on a tree.

A gallery of a thousand or so persons showed up at each sunset to watch these men, who take their recreation a little nearer the stars than pedestrian, motorist,

yachtsman. After a hot day of work in the sun-baked shed, it must be refreshing to check off a few miles ap aloft and to drink a draft of the upper currents.

Some of the newspapers of this great free land are beginning to smite the Wright Brothers, because they haven't the Chauncey Depew manner of unctuous geniality.

Newspapers have no right to publish the spite-work of baffled reporters and create bad feeling in the public mind toward two modest, efficient men. The Wrights have no desires or ambitions except just to do their job.

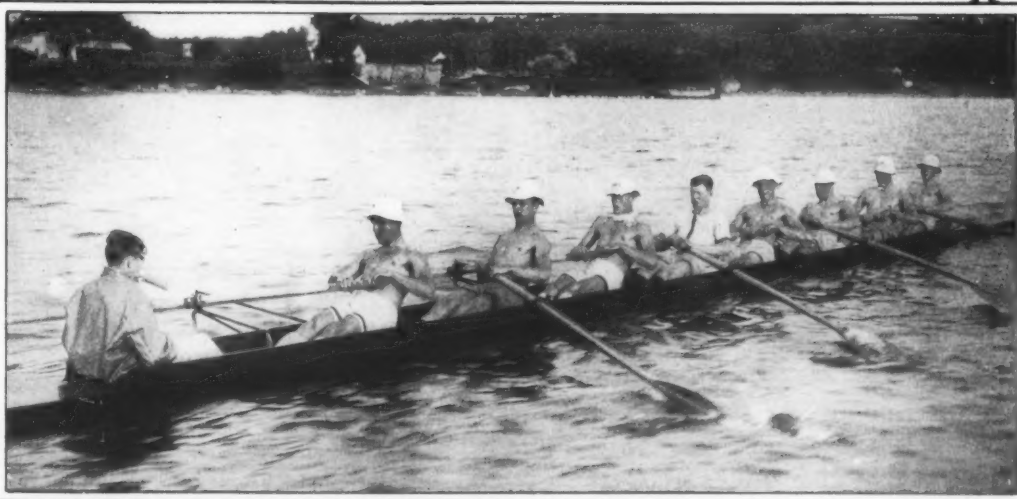
No person ever got a more clean-cut and complete throw-down on the interview than the man writing this, but he isn't blaming the Wrights, and he hopes his brethren won't go any farther with the bad feeling which was cropping up among the hot, tired correspondents under the juniper tree at Fort Myer. A half-dozen men, strategically placed, can give Thumbs Down to any public character in Christendom. And that very power ought to be merciful and just.

Slaying the Fly

WHAT rabbits are to Australia and rats to San Francisco, that the common or household fly is becoming to our happy land. He is the most unpopular creature within our borders—the victim of a nation-wide crusade. Even the mosquito just now is only mildly hated and feebly pursued in comparison with the buzzing, malicious fly. The (Continued on page 26)

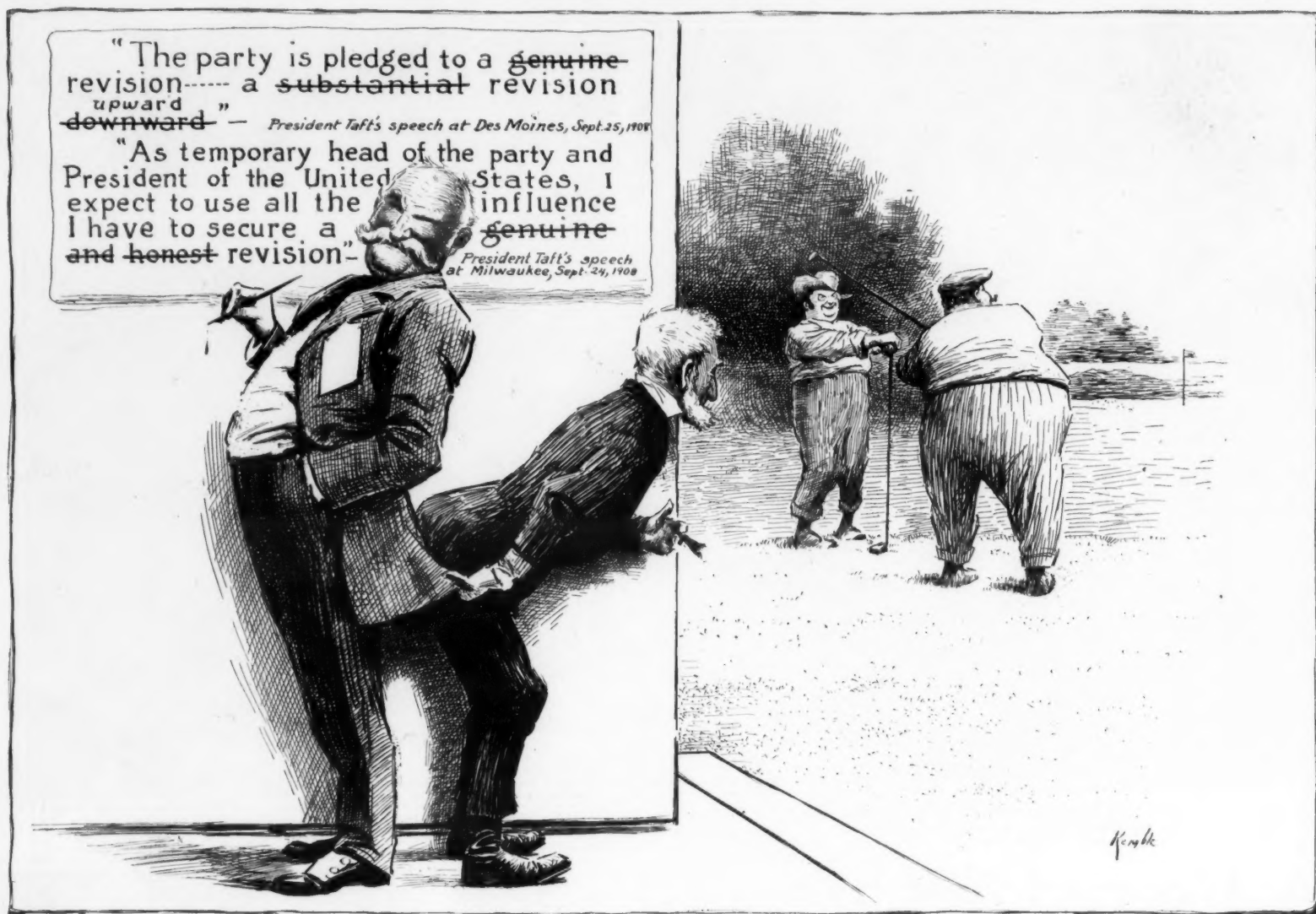


President Lowell and ex-President Eliot of Harvard on Commencement Day at Cambridge



Harvard Wins All Three Races at New London

The Harvard Varsity defeated Yale on July 1 on the Thames River, New London, in 21 minutes 50 seconds; Harvard won by six lengths—also taking Freshman and four-oared races



Drawn by E. W. KEABLE

"Revision"

Cannon: "Cross out some more, Aldrich, old pal, the boss is too busy to notice it!"

The Final Act

PRESIDENT TAFT, within a few days of the time this page is printed, will sit before a huge parchment document filled with tariff duties. Were his imagination the most elementary, he can hardly fail to be thoughtful. His signature, or his refusal to sign without further changes, will affect the clothing, the shelter, and the food and drink, will largely determine the economic status of twenty million families for ten years to come. And to economic equality, to the opportunity to get enough food and clothing and shelter without labor so severe that it degrades—to these things happiness and morality are close. Whether children may have another year in school, whether young men can afford to marry at a reasonable age, whether daughters must go out to work—for millions of families, these questions lurk in that mass of figures and percentages on Mr. Taft's table. Not ancient kings with autocratic power over the fortunes of their people had more occasion for conscientious consideration.

Whatever thoughts may come to Mr. Taft through the stimulus of his unique position, whatever tests he may weigh in the balance of his mind to determine whether to sign or not to sign, one overtops all the others and is alone sufficient to decide: "Will this bill meet the reasonable expectation of an average man in Mr. Taft's audience last fall at Milwaukee, at Des Moines, at Cincinnati, or elsewhere, who listened to Mr. Taft's promises of 'substantial revision downward?'" If Mr. Taft thinks the bill does not fairly meet those expectations, he will not sign, for honor could not sit at his elbow if he did. It may be that Mr. Taft believes the bill does fulfil his promises; it may be, indeed, that the bill in its final form will meet those promises, for there is ample opportunity for reductions at the last moment. There is abundant chance, while the bill is in the Conference Committee, for Mr. Taft to exert the pressure which the country has all along expected from him. If either of these things is true, if Mr. Taft signs the bill, he can hardly fail to give out, at the same time, some assurance to the public that he approves the bill in one particular—as the complete redemption of his personal pledges. Only such an assurance, and this assurance later justified by the facts, can prevent the tariff from becoming a living issue again the day after Congress adjourns. If the cost of living, in terms of prices for food and clothing, has not been lowered, then the tariff has not been

permanently revised. The agitation for a revision of the tariff which has characterized the past five years had its origin in the feeling, upon the part of the average family, that the cost of living had become intolerably high. The same feeling can result in the same agitation again.

Where the Credit Belongs

WHATEVER virtue inheres in the tax on corporation earnings, the credit for it belongs chiefly to three men, each one of whom witnessed its passage with bitter chagrin. These three are William E. Borah of Idaho, Albert B. Cummins of Iowa, and Joseph W. Bailey of Texas.

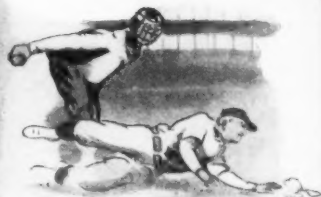
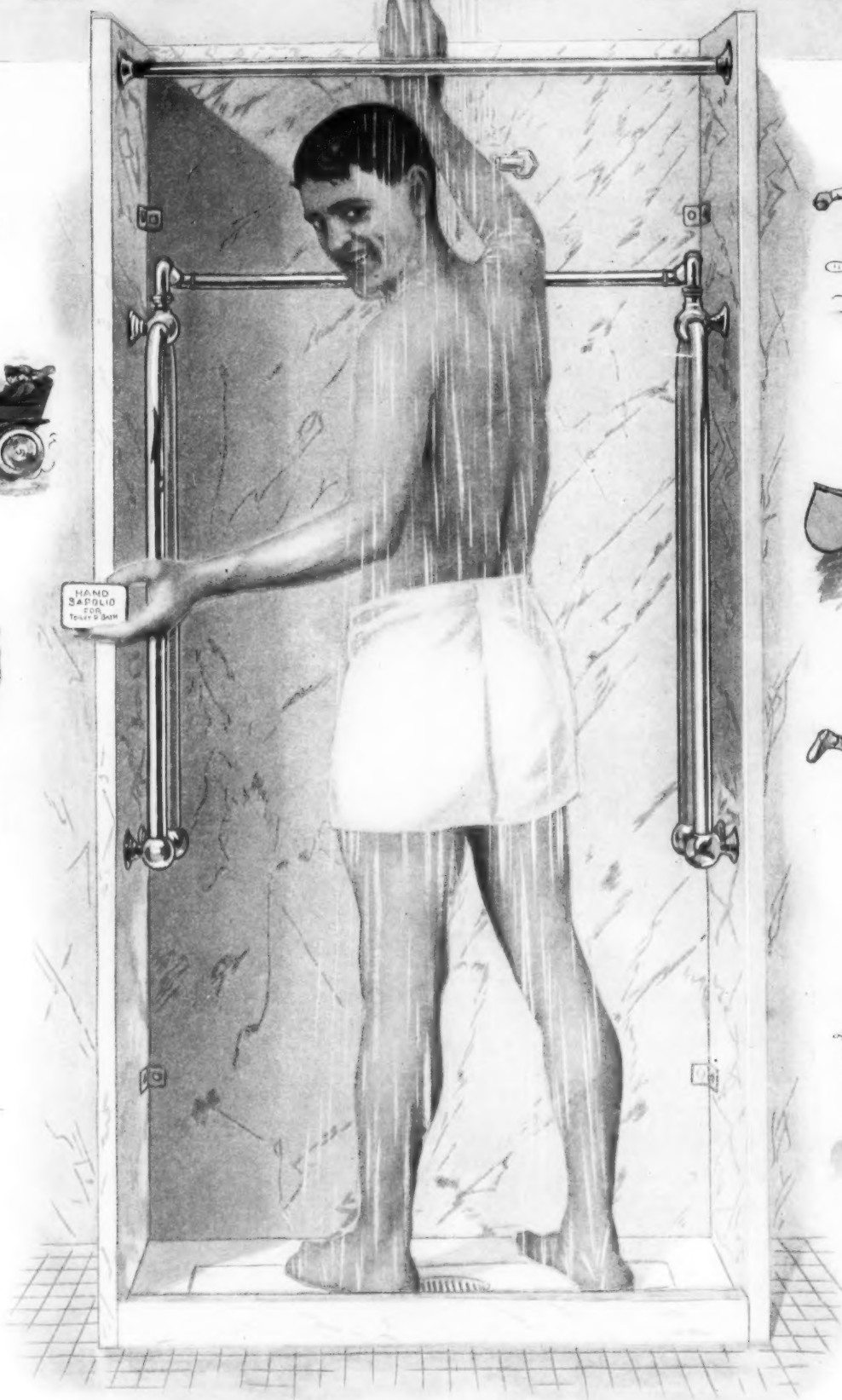
Each of these men had introduced an income tax bill. They had united their forces and worked early and late for such a measure. With the sentiment of the country behind them, they had overcome Mr. Aldrich. *There were enough votes in the Senate to pass an income tax law.* It was only in the last ditch that Mr. Aldrich sought President Taft and brought in as a compromise the bill for taxing corporation incomes. When fifty-nine Senators voted for this compromise bill, the majority of them did so feeling the same sentiment which Senator Rayner of Maryland openly expressed:

"Mr. President, I want to say that I am in favor of the income tax and I shall vote for the income tax if I have the opportunity of doing so. I may not have the opportunity of doing so, however. I may be forced ultimately to decide whether I shall vote for this corporation tax or not. If I am forced to that ultimate decision, I shall vote for it. I want to be distinctly understood upon this proposition. Between an income tax and a corporation tax I am decidedly in favor of an income tax, for reasons that have already been given by Senators, and I do not desire to add anything to the literature on that subject. . . . I do not like the corporation amendment; I think it is inequitable; but when the time comes and we can not obtain an income tax, then I am in favor of this tax. I am in favor of an income tax upon the proposition advanced by the Senator from Texas and the Senator from Idaho and the Senator from Iowa, and other Senators. When the point is reached, I will vote for this corporation tax rather than vote for no tax, and that is the only ground on which I will vote for it."

One or all of these men might have been measurably raised to fame. It is fair to record their unwilling part in what has actually happened. It is equally fair to President Taft to say that the corporation earnings tax, so far as it goes, is a good measure. The business of getting a genuine income tax, graduated so as to distribute the burdens of taxation equitably upon wealth, is merely postponed. There are a score of objections to the corporation earnings tax; but these objections are mentioned only in comparison with the income tax.

Collier's maintains at Washington an office in charge of a legislative expert who will be glad to answer any questions concerning the work of Congress and the Government at Washington. Address Collier's Congressional Record, 901 Munsey Building

After all, the best part of the Game
is the Bath, with
HAND SAPOLIO



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flea continues wicked, but goes its way unmolested while we brew poisons and build gins for the brisk little visiting fly.

In the days of our childhood our sternest rebuke was a "Shoo, Fly." Later came attacks by kerosene and sticky fly-paper, and then the poison paper, where they would tumble dead many yards away from the death-dealing draft.

We have made a collection of the nasty things that are being said against the fly this summer.

Dr. Woods Hutchinson names it The Fly that Does Not Wipe Its Feet. An entomologist of the Department of Agriculture calls it "the most dangerous insect on earth." It is busy in spreading Asiatic cholera. It is guilty of communicating typhoid fever, diarrheas, dysenteries, tuberculosis. "Flies do much to swell the infant death rate." "Swat the Fly" is the advice of physician and editor.

Now, how to be up and doing? Over ninety per cent of fly eggs are laid in stable manure and two per cent in garbage and other filth. Keep the manure-bin covered with chloride of lime. Or residuum oil may be used in cesspools. For manure, this oil may be mixed with earth, lime, and phosphates.

The only champion of the fly who has entered the lists this season is the starry lyricist of the Emporia "Gazette," who heads his rime: "Spare the Flies."

He pleads:
"And you who would profanely slay the house-fly at your door,
When you the spark of life destroy, can you that life restore?"

France on the Gain

AS IF to spite David Starr Jordan, president of Leland Stanford, Jr., University, in his world-famous remark that France is a decadent nation, the birth facts of France for 1907 and 1908 preach a gain for the republic. There were 19,892 more births than deaths in 1907, and 46,441 more births than deaths in 1908. So France takes the ascending curve in the face of her critics and enemies.

Emptying Virginia

COME ye back, ye Southron yoemen; come ye back to old Virginia. Such is the siren song sung by the local press. The good State of Virginia has grown worried about herself because her young men are seeking fresh fields and Middle Western pastures. The census reports of 1900 have been examined for native white population. These show that the interchange with other States left Virginia in 1900 with a net loss of 237,077 persons. This is a net loss equivalent to twenty per cent of her population at that time. In proportion to population, this migratory tendency cost Virginia more heavily than any State or Territory in the Union, except Maine.

The Richmond "Times-Dispatch" speaks of "an uncompensated loss of nearly a quarter of a million of her own native-born," and "another old Eastern State, Massachusetts, with a clean gain of nearly 100,000. Virginia is losing population out of all proportion to her gains, out of all proportion to her actual population, out of all proportion to the experience of other States."

"Is there really no chance for an ambitious young man in the South?" asks the Columbia "State." "Is the South really blind to talent? The South ought to have sense enough to keep its young men."

A Chair of Flight

YOUNG scholars may now learn how to fly under the same roof with the departments of Greek roots and logarithms. The University of Paris has received gifts amounting to \$240,000 for founding a department of technical aeronautics and a Chair of Aviation.

Blasting at the Rock of Ages

BISHOP, speaking rather more unadvisedly with his lips than is the wont of his communion, had read over seriously a magazine article on the heresies and immoralities in our schools and colleges. It was Bishop James A. McFaul of Trenton who said that Harvard, Yale, and Princeton were "undermining faith and teaching immorality." He further said:

"I would forbid young Catholics to go to institutions such as I believe these to be, where they will get no moral training; where they will associate with skeptics and agnostics and where, in the faculties, there is a strong inclination to find faults in and attack Christianity."

What the Bishop is really feeling after here is a test for the efficacy of modern education. He is making the same quest as Dr. Pritchett of the Carnegie Founda-

tion for the Advancement of Teaching, and Clarence Birdseye with his incorporation for testing higher education. Is it efficient and is it wisely directed?—are the points at issue.

Cardinal Gibbons, who is too wise and too kindly a prelate to venture unprovable assertions, says:

"There is no doubt that there is a growing tendency to omit Christian training, both moral and theological, from American institutions of learning of all grades. This is to be deplored. I believe that a religious training is necessary to the proper development of the country's youth. A well-rounded education is the greatest thing to be sought after, and an education which omits religion and religious training is not well rounded or complete."

Hearn's 'Rikisha Man

VERY charming have been the reminiscences of Lafcadio Hearn, which drift across the water from time to time from his Japanese wife. A new batch is at hand, done into English by the Springfield "Republican."

"Do you love your wife?" was the first question he used to ask the 'rikisha man before he went further to engage him for his service. And he was never disappointed even when he found his man too slow in pulling his carriage, thinking and feeling happy that he loved his own wife. He would say to me, supposing I complained of the man's slowness: "I like the man who loves his wife. Don't think about his slowness! However slow he be, I think still it is quicker than to walk."

Hearn as a writer was able to render effects of color and music in his prose. His own personal life-history contained loneliness and suffering. The excellence of his work and the pathos of his life will combine to make him one with Poe and a few other unforgotten workers who paid bitterly in the daily lot for their genius.

Gossip of the Kings

LIKE most sensitive, impulsive men, Kaiser Wilhelm smarts under ridicule. And the belaboring, far in discreet talk, which he received a few months ago in the Reichstag hushed him into a silence that was audible across Europe.

But he is in form again after his season of reticence. His gifts of impetuous speech and a Delphic style have never been in better working order than in the last fortnight during and following the meeting with the Czar. He is able to make peace as lively and alert a theme as is war on the tongue of less gifted agitators.

He says in his stirring oracular way: "Czar Nicholas and I agreed that our meeting is to be regarded as a vigorous reinforcement of the cause of peace. We feel ourselves as monarchs responsible to our God for the joys and sorrows of our respective peoples, whom we desire to lead forward as far as possible on the path of peace and to raise them to their full development."

The English "Nation" is not pleased at the approaching visit of the Czar to the British Court. It says:

"For all the activities of the Black Hundreds, for their assassinations and their massacres, the moral responsibility of Nicholas II is as clear as was that of Abdul Hamid for the slaughter of the Armenians and the persecution of the Young Turks. To treat a man who has consorted with the organizers of massacre as a civilized ruler is treason to civilization. A welcome offered to him is a misprint in the history of Liberalism and an infidelity to the cause of freedom."

It will be at least a mixed welcome which the Czar will receive in his jaunt about Europe. The members of the Labor Party in the House of Commons state:

"It is an insult to our national good name and to our self-respect that our sovereign should receive in our name the head of such a state."

In the Italian Chamber of Deputies, a member said that "the Socialists could not welcome an assassin."

Rumor comes of a couple of lawsuits filed against Abdul, the ex-Sultan, one for poisoning the litigant's father. This suggests a new method for dealing with tyrants. How trouble would have heaped up for Henry VIII if the relatives of defunct wives had decided to collect damages for his neglect of their welfare.

Think of the tangled path for Nero if the friends and connection of the early Christians had proceeded legally against him.

We can in fancy see Napoleon headed off by an injunction from a thoughtless raid on Russia; or the sturdy Cromwell, as he was about to eliminate Charles from the crowned heads, receiving a summons and trudging off to court to show cause why.

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The Price We Pay for Bad Roads

(Concluded from page 15)

more than twenty States had special highway commissions. Illinois, Virginia, and Alabama have tried most successfully the convict labor on the roads. There is much to commend convict labor. It removes the convict problem from the disrepute of contract slavery in the South. It cuts the cost of good-roads labor exactly in half. It gives definite return to the State for the care of law-breakers, and it gives wholesome employment to convicts without competing in the labor market against legitimate labor.

Oil Roads in California

COUNTIES in California are undertaking good roads as a direct investment. Tourist travel brings hundreds of millions of dollars to favored counties; and the favored counties are not only building good roads, but building dustless roads. This is a hard problem where motor traffic is heavy. The principle of the macadam road is an underbedding of small wedged stones held together by the binding of the dust ground off by the wheels of vehicles and packed into the interstices like cement. This was all right for the ordinary vehicle with iron tires to grind off the grit. But the motors came along with heavy rubber tires, which grind off nothing, but whirl the dust away from the road into the field and suck the stones up out of place from sheer speed. To overcome this, California is using bituminous oils as road-binders. These make an absolutely dustless road.

State Aid Road-building

States	Total State Appropriation
California.....	\$ 465,730
Colorado.....	25,000
Connecticut.....	6,601,000
Delaware.....	180,000
Florida.....	(f)
Georgia.....	convict labor
Idaho.....	(m)
Illinois.....	130,000 c. l.
Iowa.....	17,000
Maine.....	456,577
Maryland.....	5,600,000
Massachusetts.....	9,948,830
Michigan.....	340,000
Minnesota.....	527,100
Missouri.....	975,198
New Hampshire.....	750,000
New Jersey.....	2,005,000
New Mexico.....	15,000
New York.....	14,223,265
North Carolina.....	(e)
North Dakota.....	(f)
Ohio.....	750,000
Pennsylvania.....	8,581,232
Rhode Island.....	1,070,000
Utah.....	(i)
Vermont.....	711,195
Virginia.....	400,081 c. l.
Washington.....	502,142 c. l.
West Virginia.....	10,433
Wisconsin.....	20,000

(e) No appropriation made for commission or State aid, but commissioners authorized to accept free transportation on railroads.

(i) No appropriation yet made.

(m) No appropriation for State roads.

(f) Convict labor, but no money aid.

It remains to be seen how long they will wear.

In response to the tremendous demand for good roads, the National Government in 1893 formed a Road Bureau, which gives free engineering services on road-building in every part of the country. This bureau has grown into an organization which has assisted in the construction of two hundred roads, sent its engineers to thirty-four different States, tested twenty-eight hundred different samples of road material, and demonstrated the material suitable for good roads in every State.

A Substitute for Macadam

ONE example of the Road Bureau's work will show its usefulness. Roads for the States of sticky gumbo soil have been almost a hopeless problem. There is a whole belt of such States along the South, and there is another belt along the Missouri, where wheels sink hub-deep and horses flounder to death in a mire more treacherous than quicksand. The Road Bureau discovered, from many practical tests, that by burning gumbo soil, a road-bed compact as macadam could be obtained at half the cost of macadam; or at practically only the cost of labor and of fuel to do the burning. There is no longer any excuse for lethargy in road-building through the gumbo States.

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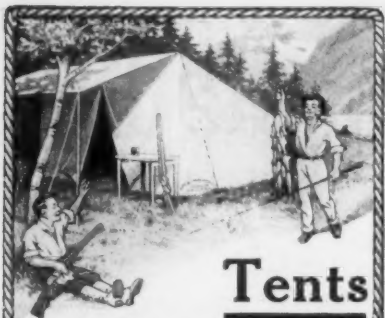
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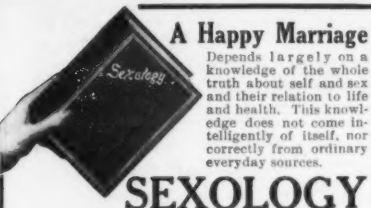
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Citizens of Chipmunkville

(Concluded from page 17)

though not satisfied, they would repeat the dusting performances. It was some time before I learned that this was their method of cleaning off the pitch that adhered to their hands and about their jaws.

While these little fellows would often engage in frolicsome chases, there was one form of amusement that seemed to have a prearranged object, and which might have been classed under the head of wrestling. In this the contestants strove to roll each other over with their noses, and while each squatted flat on the ground with feet far extended, at the same time they tried to root their noses under each other's sides in an attempt to tottle each other over.

At the time of my visit the chipmunks were busy laying in a stock of provisions to be used during the warm spells of winter when they rouse from hibernation, burrow through the snow, and stretch their cramped limbs in the sunshine. And also in the spring, when they emerge for good and find a blanket of snow five and ten feet thick covering the ground, at which time their hoarding instinct is all that keeps them from starving.

Like all unfortunates whose daily nourishment depends upon boarding-house upholstery, my boarders at first were appreciative boarders, but as time sped by I noticed that they were breaking away from the "bill-of-fare" that I furnished them and were going back to their natural diet of grasshoppers, berries, and roots and seeds of grasses and weeds.

After catching a grasshopper, they would sit up and, holding it between their front feet, begin at the head and eat the entire body except the legs and wings. To secure the seeds of grasses and weeds, they would sit upon their hind feet, reach up as far as possible and, if the stem permitted, bend it over, walk out to the end and snap off the seed bunch. If the stalk was too stiff, they climbed it until it finally yielded under the weight and gradually bent over, whereupon they severed the seed-pod and allowed the stalk to fly back into position.

The Prince of Game Fish

(Concluded from page 20)

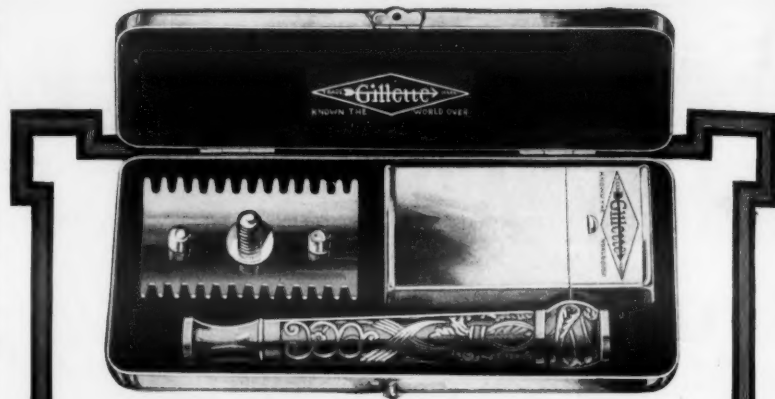
the swift stream has the vantage of rock, of current, of dashing waterfall, and is, so to speak, a fighting fish entrenched behind breastworks. If—the salmon alone excepted—there is higher and livelier sport of rod and reel in fresh water than the small-mouthed bass of goodly size, leaping, shooting, and breasting the rapids of a big river at the end of the tense line and vibrant rod, may that sport yet be found! And the angler himself, as he whips pool after pool of such a stream, has that variety and shading which give trout fishing its acute charm.

But such bass streams in our Eastern States are relatively few. Rather does the black bass identify himself with still waters, the inland lake or pond, free from currents, where the only poetry of movement is the splash of wave and the smile of ripple. Yet even there the angler of open vision will see things beyond his rod-tip. If the water is clear, let him note the strange vagaries of bottom where the shining sand spit emerges presently into rough and varied rock, and that again into a bottom carpet of aquatic moss of myriad tints. There is a wealth of flora, too, in the water weeds. Not to speak of the gorgeous water lily—springing from its muddy ooze and so exemplifying how, in the life of men, the whitest deeds may blossom among the lowly—there are the crude and striking yellow bulbs of the water-weed, so-called; the arrowy leaves and white crests of the sagittaria; the pickerel plant, blooming broad in an area of blue that challenges the azure of the sky; and, in deeper waters, the stringweed, that, blossoming on the water, presently climbs down on itself to the bottom in a spiral to drop its seed. Let the fisher also, ere he hies him homeward after his day of sport, draw up one of the familiar spike-weeds (*potamogeton*) and mark what a beautiful translucent green tints its lower fronds; or study the host of minor flora that fill the spaces between the larger growths. Thus shall he realize that there are by-products of his sport, not expressed in terms of fishcraft, and that, with the outdoor sportsman of the wide eye, Dame Nature ever walks hand in hand.

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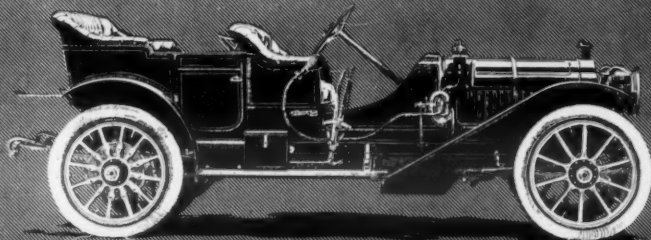
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